

The Mining Journal

AND ATMOSPHERIC RAILWAY GAZETTE,

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 580.—VOL. XVI.]

LONDON: SATURDAY, OCTOBER 3, 1846.

[PRICE 6D.]

STANNARIES OF CORNWALL.
IN THE VICE-WARDEN'S COURT.
PURSUANT to a DECREE of the Vice-Warden's Court, made
in certain consolidated causes of
JENNINGS and ANOTHER v. STEPHENS,
TYACK and OTHERS v. SAME,
HARRIS and ANOTHER v. SAME,
ROWE v. SAME.
The CREDITORS, in respect of the **PENTIRE GLAZE MINE**, in the parish of Saint Minver, within the said Stannaries, are, on or before the 20th day of October next, to come in and PROVE their DEBTS before the registrar of the said court, at his office, in Truro; or, in default thereof, they will be excluded the said decree.
Dated Registrar's Office, Truro, Sept. 29, 1846.

STANNARIES OF CORNWALL.
IN THE VICE-WARDEN'S COURT.
JENNINGS and ANOTHER v. STEPHENS,
TYACK and OTHERS v. SAME,
HARRIS and ANOTHER v. SAME,
ROWE v. SAME.

IN the matter of PENTIRE GLAZE MINE.—WHEREAS,
the Vice-Warden did, by an ORDER, or DECREE, made in the above-mentioned causes, and bearing date on the 22d day of August last, order and decree that a SALE be made of the ORES and HALVANS, and (if necessary) the ENGINES, MACHINERY, and MATERIALS, upon and belonging to PENTIRE GLAZE MINE, in the parish of Saint Minver, within the said Stannaries, under the direction of the registrar of this court; and that the proceeds of such sale should be applied by the said registrar in the manner directed by the same order or decree. Notice is hereby given, that, pursuant to the said order and decree, a PUBLIC AUCTION will be HOLDEN at PENTIRE GLAZE MINE aforesaid, on Thursday, the 22d day of October next, and following days, at Eleven o'clock in the forenoon of each day, for SELLING, either together or in lots, the under-mentioned

Mining Machinery and Materials.—viz.:
One STEAM-ENGINE, 63-inch cylinder, a new boiler, 12 tons, and the first piece of rod, capstan, and shears.
125 fathoms of 104-inch CAPSTAN ROPE—5 balance-bobs.
A WATER-WHEEL, 36 ft. diameter, 2 ft. breast, crusher, and frame, with rollers, &c., complete.

Three horse whims and shaft tackle, with ropes, 30, 14, and 10-inch, plunger poles and cases, several fathoms of 15, 13, 10, and 8-inch pumps, working-barrels, windbores, door-pieces, stuffing-boxes and glands, about 70 fathoms of main and connection rods, iron and wood flat-rods, with carrier pulleys, &c., strapping plates, staples and glands, 2 disterns and bearings, 4 English oak and wheel axes, boring machine, about 100 fms. of ladders, 2 sets of excellent iron tackle blocks, chains, and ropes, new and old iron, a quantity of new and old timber, whin and winze kibbles, water barrels, brass and iron wire sieves, wheel and hand barrows, miners' and other chests, hatches, powder and safety fuses, 3 smiths' bellows, 3 anvils, 2 vices, an excellent mandril, smiths' and miners' tools, screwing stock, and a variety of taps and plates, hand-screw, beam and scales, iron weights, pick and shovel, hilt, brick, slate, several tons of coals, counting-house furniture, a quantity of undressed lead ore, and a variety of other materials in general use in mines.
For viewing the same, application may be made to Capt. Bishop, on the mine; and for further particulars, to Mr. Stokes, or to Mr. Roberts, solicitors, Truro.
Dated Registrar's Office, Truro, Sept. 29, 1846.

TO MINERS AND OTHERS.—MR. GEORGE WHITE
begs to announce to the public, that he has received instructions to DISPOSE OF, BY AUCTION, on the premises, at Batstone Mine, BUTTERTON, near Leek, in the county of STAFFORD (in the course of next month), a large WATER-WHEEL, and all its appendages; a great variety of MINE MACHINERY, CAST METAL PUMPS, of different calibres, NEW GRINDER, large quantity of WROUGHT-IRON WOOD SHEDS, MINERS' TOOLS, &c. Particulars of which, and the time of sale, will be given in a future paper, and in handbills.
Auction Office, George Inn, Alstonfield, Sept. 24, 1846.

LIFFORD CHEMICAL WORKS AND FREEHOLD
ESTATE, situate at King's Norton, near Birmingham, bounded by the Birmingham and Worcester Canal, and intersected by the Birmingham and Bristol Railway.—TO BE SOLD, BY AUCTION, by E. and C. ROBINS & CO., on Thursday, the 15th day of October next, at Four o'clock in the afternoon, at Dees's Royal Hotel, in Birmingham, subject to conditions then and there to be produced (unless in the meantime an acceptable offer be made by private contract, of which the earliest possible notice will be given).
LOT I.—The freehold and Birmingham Railway (close to the King's Norton Station on that line), and by the high road from Birmingham to King's Norton—against the whole length of which is a lofty brick wall, and from which are approaches by gateway entrances.
The establishment is of a most complete and extensive character, consisting of various lead-houses, laboratories, retort-houses, condensers, receivers, furnaces, vats, kilns, chimneys, upwards of 300 feet high, and the various other buildings and arrangements necessary in storing, compounding, and manufacturing; together with the steam-engine, warehouses, dwelling-house, counting-house, workshops, &c.

The land now occupied by the works has under it a valuable mine of brick earth, and there are suitable arrangements of kilns and sheds for the manufacture of the same, and considerable portions of the land may be appropriated to general building and wharf purposes.—The above property, although especially adapted as chemical works, is, from a variety of circumstances, well suited for many other large manufacturing establishments, such as glass, foundry purposes, and a general railway carriage and fitting manufactory.
LOT II.—A piece of OLD TURF LAND, about three acres, adjoining Lot I, except by the intersection of the railway, but communicating with it by an archway, bounded by the Worcester and Birmingham Canal (to the extent of about eight boat-lengths), and by the road from Lifford to Birmingham, extending from the railway to Broadon, Cross-bridge, and suitable for the erection of large works, and for general building purposes.
The whole is freehold, and early possession may be had.

The works and property may be viewed only by a card from the auctioneers.
For any other information apply to Messrs. Bridges, Mason, and Bridges, solicitors, Red Lion-square, London; or to the auctioneers, New-street, Birmingham.

FOR SALE—EXTENSIVE AND VALUABLE IRON-WORKS (in close vicinity of the harbour of Aberdeen).—There will be exposed FOR SALE, BY PUBLIC AUCTION, within the Lemon Tree Tavern, ABERDEEN, on Wednesday, the 4th day of November next, at Two o'clock afternoon, those extensive and valuable premises, at FORTRESS, Aberdeen (bounded on the west by the harbour), known as **THE DEE IRON-WORKS,**

and long EMPLOYED in the ENGINEERING and MILLWRIGHT BUSINESS, and in IRONFOUNDING, BOILER-MAKING, IRON SHIPBUILDING, BLACKSMITH WORK, BRASS FOUNDRY, &c.
These works are very compact, and much more advantageously situated than many other works of the same description, for iron shipbuilding and engineering business—having a WATER FRONTAGE to the harbour, and in close connection with the other parts of the establishment—and the whole lying so contiguous, that all the branches of the business can be carried on under the same superintendence.

In the BUILDING-YARD several iron vessels may be proceeding at one and the same time, of from 200 to 2000 tons burthen; and the tools and machinery in this department are believed to be equal to any in the kingdom; there are other accommodations for carrying on this branch of business in its fullest perfection.

In the ENGINEERING DEPARTMENT, the tools and machinery are of the most improved description, and capable of constructing engines or machinery equal in magnitude to any known at the present day; and are sufficient to employ, constantly, from 100 to 150 men. In connection with this department, the building and fitting of locomotives may be carried on to the greatest extent.

The IRON FOUNDRY DEPARTMENT is fitted up in the most complete manner, and capable of turning out both heavy and light castings, and of fully employing 60 men.

In the BOILER MAKING DEPARTMENT, which is separate from the iron shipbuilding premises, there is a complete set of tools and machinery, of the best description, capable of employing 150 men.

In the BLACKSMITH Shop there are 12 forges, all blown by fan-blast, with cranes attached to the principal ones, and each forge having a complete assortment of tools, for engineering, millwright, and shipbuilding purposes.

The MILLWRIGHT and PATTERN MAKERS' DEPARTMENT has a full assortment of all kinds of joiner and millwright's tools and fixtures, for the employment of 25 men, with a large stock of the most modern and useful patterns, which will be given over with the works.

There are also the necessary machinery and tools for carrying on the BRASS FOUNDRY and FINISHING BUSINESS, and PLUMBER and COPPERSMITH WORK, to a large extent.

The whole establishment, if fully employed, is capable of turning out work to the amount of £60,000 or £70,000 a-year; and having been for several years, and still being, in full operation, the purchaser will have the advantage of commencing business immediately.

The greatest facilities of communication are afforded, by regular trading steam and other vessels, from Aberdeen to London, Hull, Newcastle, and Leith, in the south; and Inverness, Wick, Orkney, and Shetland, in the north.

The extensive improvements on the harbour, now going on, and the projected railway schemes in connection with Aberdeen, afford every prospect of full employment for a work of this description for a long period to come.

If the purchaser were desirous of removing the plant elsewhere, the buildings are so constructed as to be convertible into other manufacturing purposes, at little expense, as there are three fixed steam-engines on the premises.

For further particulars apply to John Hunter, Esq., W.S., 13, Hill-street, Edinburgh; W. Robinson, Esq., advocate, 55, Castle-street, Aberdeen; or to Mr. Vernon, at the works, who will show the premises, and on application, forward a plan of the buildings, and inventory of the machinery, tools, &c.—Aberdeen, September 8, 1846.

* Copies of the Plan and Inventory may be had, on application, at the office of the Mining Journal, 26, Fleet-street, London.

TO CAPITALISTS.—CARMARTHENSHIRE AND
GLAMORGANSHIRE, SOUTH WALES.—The AGENT of an extensive estate, calls the attention of Ironmasters, Colliers, Manufacturers, Farmers, and Capitalists in general, to this announcement—he is prepared to ENTER into ARRANGEMENTS with respectable PARTIES for the LEASING, on long terms, of VARIOUS DESCRIPTIONS of PROPERTY, now the object of public attention.—Anthracite and Bituminous Coal and Culin, Ironstone, Limestone, Marble, Flag, and other quarries—Fire Clay and Brick Earth, Land for erecting at, and near, flourishing and fast-rising commercial towns, sea-port, and floating dock, manufactories, shipbuilding yards, wharfs, store and dwelling-houses; and, in the coal and iron districts, SITES for WORKS, joining a railroad and canal, leading, by their main trunks and branches, to three seaports—water-power is almost general.—SITUATIONS for RURAL and MARINE RESIDENCES in the most beautiful parts of the country, commanding views of Swansea and Carmarthen bays, and the Black Mountain, with good roads, cheap markets, and daily communication with Bristol, Gloucester, and the metropolis.

The estate is situated in 24 parishes, offering, in every variety of soil and scenery, numerous objects of interest to the geologist, the sportsman, and the admirer of the picturesque. As an inducement to capitalists to embark in such agricultural improvements, as draining, plantations, erections of proper homesteads, &c., which now so deservedly occupy public attention, LEASES of NINETEEN YEARS will be granted for these purposes. Cheap food, labour, fuel, and raw material of every description, will give the manufacturer an advantage over every other part of Great Britain; while the large and still increasing trade in coal affords an intercourse with all parts of the world, for importing the produce of their localities at cheap freightage, and for forwarding to their destination the manufactured articles. This more particularly applies to those undertakings where the consumption of coal forms a principal ingredient.

The South Wales Railway will pass through the town, touching the three seaports, and going over a large proportion of the estate on the sea-coast; while the contemplated inland railways will bring the collieries, ironstone, limestone, and stone quarries, within an easy distance of the agricultural counties of Hereford and Worcester, and the great chain of railway communication, connecting Birmingham, Liverpool, Manchester, and all the important manufacturing districts of England.

For further particulars apply to F. L. Brown, solicitor, Llanelly; John Williams, solicitor, 1, Verulam-buildings, Gray's Inn, London; Messrs. Brooks and Green, estate agents, 28, Old Bond-street, London; Mr. John Farran, estate agent, 29, Seal's-street, Liverpool; Alfred Henderson, solicitor, Albion Chambers, Bristol; Messrs. Horsfall and Harrison, solicitors, Leeds; and Mr. G. H. Belas, 66, Camden-street, Dublin.

LEAD MINES, INVERNESS-SHIRE.—The attention of CAPITALISTS and of MINING ADVENTURERS is invited to an extensive DISTRICT of rich and promising MINERAL GROUND, situate in the immediate vicinity of excellent roads, and within 10 miles from a shipping port, in the county of INVERNESS, which would BE LET, ON LEASE, upon advantageous terms. Under the superintendence of an experienced mineral agent, a shaft has been sunk to the depth of 20 fathoms; at the mouth of which, an engine and other works have been erected, and levels have been driven, in different directions, by the proprietor and his agents, with the view of exploring the lodes and strata, which is a most promising character. A minute survey of the land and workings has been recently made by an eminent mineral surveyor, whose report, with a sketch and sections of the workings, together with specimens of the ores raised, may be seen, on application, at the office of Edward Slaughter, Esq., 5, Duchesse-street, Portland-place, London; and all further local and other particulars may be seen upon application to Alex. Macdonald, Esq., Croydon Beatty, Inverness-shire, N. B.

NOTICE TO THE MANAGERS OF MINING COMPANIES,
SMELTING WORKS, &c.
Mr. MITCHELL (late Mitchell and Field) begs to announce, that ASSAYS and ANALYSES of all descriptions of ORES, MINERALS, and FURNACE PRODUCTS, are conducted at his LABORATORY, 23, HAWLEY-ROAD, KENTISH TOWN, to which direction all communications are to be addressed.

N.B.—Instruction in all branches of assaying and mineral analysis as usual.

ASSAYING AND CHEMICAL ANALYSIS.
MR. MITCHELL begs to announce, that his WINTER CLASSES, for PRACTICAL INSTRUCTION IN ALL BRANCHES OF ASSAYING AND CHEMICAL ANALYSIS, will COMMENCE on MONDAY, the 12th October next.—Inquiries respecting terms, &c., to be addressed to Mr. Mitchell, 23, Hawley-road, Kentish Town.

TO BLAST-FURNACE MANAGERS.—WANTED,
A PERSON fully competent to take the MANAGEMENT of the SMELTING of IRON, on the most improved modes, both with hot and cold-blast. Undeniable testimonials will be required as to character, abilities, and experience.—Address to J. George, Post-office, Sheffield, with real name, address, and terms as to salary.

TO ENGINEERS, ENGINE-MAKERS, AND OTHERS.
—WANTED, by a practical engineer, carrying on an extensive business in the manufacture of engines, boilers, railroad carriages, &c., in one of the most improving seaport towns in the mineral district of South Wales, A PARTNER, who possesses a knowledge of the business, and who can command not less than £3000 to put into the concern.—Address (by letter) to "H. P.," Bristol Mercury Office, Bristol.

IMPORTANT TO ENGINEERS, MANUFACTURERS,
RAILWAY AND STEAM-BOAT COMPANIES.
Messrs. W. & C. MATHER beg to call the attention of the ABOVE PARTIES to their

IMPROVED ELASTIC METALLIC PISTONS.
THE PRINCIPAL FEATURE AND ADVANTAGE OF THIS IMPROVEMENT is—1. Its GREAT ELASTICITY and SELF-ADJUSTING PROPERTIES, which enable it to yield to any inaccuracy of the cylinder, whether oval or taper, and to move with the least possible friction.
2. Its extreme SIMPLICITY and LIGHTNESS, consisting of only two pieces of metal, having the vertical and lateral pressure in due and proper proportion, independent of each other.
3. It takes the LEAST possible SPACE, and is well adapted for air and water-pumps, as it allows of a larger water-way.

Messrs. W. & C. MATHER feel confident that it is the BEST ELASTIC METALLIC PACKING yet known for the above cases.
Models may be seen at the Salford Iron-Works, Manchester; at W. Barker's, engineer, Newton-Moor; and also at J. Mather's, engineer, Beaufort-street, Chelsea, London.

TO ENGINEERS, RAILWAY CONTRACTORS, MINING
AGENTS, IRONMASTERS, AND OTHERS REQUIRING FINE GREASE
FOR MACHINERY AND AXLES of every description.—JOSEPH PERCIVAL'S IMPROVED ANTI-FRICTION GREASE is—after trials on machinery and axles of every kind where constant friction is kept up—admitted to be the most useful, economical, and best preservation of the kind ever offered to the public.
References to scientific and practical men can be given, and testimonials shown of its great excellence.—Samples forwarded on application at the manufactory, Green-street, Wellington-street, Blackfriars-road, London.

STEAM COAL—WITHOUT SMOKE, as per experiments made at her Majesty's Dockyard, Woolwich.

CAMERON'S COALBROOK STEAM COAL, AND SWANSEA AND LOUGHOR
RAILWAY COMPANY.—(Completely Registered and Incorporated.)
OFFICES—3, MOORGATE-STREET, LONDON.

The directors are now prepared to supply steam ship companies, manufacturers, shippers, and others, with the company's steam coal, either at the company's wharf at Swansea, or in London. A statement, showing by comparative trial the superiority of this coal for steam purposes over every other, and a scale of prices, may be had on application at the company's offices here, or at their wharf at Swansea.—March 18, 1846.

THE PATENT SAFETY FUSE,
FOR ELASTIC ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the SAFEST, CHEAPEST, and most EXPEDIENT MODE of effecting this very hazardous operation. From many testimonies to its usefulness with which the manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c.:—"I am very glad to hear that my recommendations have been of any service to you; they have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."
Manufactured and sold by the Patentees, J. H. BORD, SMITH, and DAVEY, &c., Exeter, Cornwall.

PATENT IMPROVEMENTS IN CHRONOMETERS
WATCHES, AND CLOCKS.—E. J. DENY, 32, Strand, and 33, Cockspur-street watch and clock maker, by APPOINTMENT, to the Queen and his Royal Highness Prince Albert, begs to acquaint the public, that the manufacture of his chronometers, watches, and clocks, is secured by three separate patents, respectively granted in 1836, 1840, 1842. Silver lever watches, jewelled in four holes, 6s. each; in gold cases, from £5 to £10 extra. Gold horizontal watches, with gold dials, from 8s. to 12s. each.
DENY'S PATENT DIPLIED SCOPE, or meridian instrument, known ready for delivery. Pamphlets containing a description and directions for its use 1s. each, but to customers gratis.

Now ready, in 1 vol., 8vo., cloth, with maps, plates, and woodcuts,
SOUTH AUSTRALIA AND ITS MINES,
WITH AN ACCOUNT OF CAPTAIN GREY'S GOVERNMENT.

By FRANCIS DUTTON, Esq.
T. and W. Boone, publishers, 29, New Bond-street, London; Oliver and Boyd, Edinburgh; Cumming and Co., Dublin.—of whom may also be had,
EYRE'S DISCOVERIES IN CENTRAL AUSTRALIA,
Two vols., 8vo., with map, and numerous plates.

Just published, Part I.
COMBUSTION OF COAL, CHEMICALLY & PRACTICALLY
CONSIDERED.

With coloured plates.
By CHARLES WYLLIE WILLIAMS, Esq.
London: Simpkin, Marshall, & Co., and J. Woals—Birmingham: Wroughton & Webb.

WILLIAM FOX AND SON, No. 53, CASTLE-STREET,
LIVERPOOL, have always on SALE PIG-IRON, RAILWAY BARS, CHAIRS, and IRON of every description.—TIN PLATES, WIRE, &c.

WILSON & FRASER, 2, WELLINGTON-BUILDINGS,
LIVERPOOL, and 15, EXCHANGE-PLACE, GLASGOW, have always ON HAND PIG-IRON, BAR-IRON, RAILWAY CHAIRS, and RAILWAY BARS.

JOHN HARVEY, SHAREBROKER AND ASSAYER,
LISKEARD, CORNWALL.

JAMES LANE, MINING SHAREBROKER,
78, OLD BROAD-STREET, LONDON.

WILLIAM TRENER, DEALER IN RAILWAY AND
MINING SHARES.—ESTABLISHED TEN YEARS.
OFFICES, No. 50, THREADNEEDLE-STREET, LONDON.

WILLIAM H. SMITH, MINING SHARE AGENT,
10, WARFORD-COURT, THROGMORTON-STREET.
SHARES in many valuable MINES FOR SALE, and every information will be afforded, on application.

MR. T. P. THOMAS'S MINING OFFICES, REMOVED
from No. 80, Old Broad-street, to No. 18, THREADNEEDLE-STREET.

MR. RYE has BUSINESS to do in Trelawney, Wheel Gill, Mary Ann, Condurrow, Craddock Moor, Kirkcudbright, West Caradon, Gonamena, Old Harrowbarrow, Andrew and Nangila, South Wheel Francis, South Basset Devon and Courtney, Concorde, South Trelawney, East Crowndale, Wheel Franco, Combarnin, and West Trelawney Mines, and West Cornwall and Cornwall Railways.
80, Old Broad-street, London.

MESSRS. LINTHORNE, JONES, AND CO., STOCK,
MINING, AND SHARE AGENTS,
Every information will be afforded as to the markets and prices of the above, by application (post-paid) at their offices.
48, THREADNEEDLE-STREET, LONDON.

MINING OFFICES, No. 1, ST. MICHAEL'S-ALLEY,
CORNHILL, LONDON.

Messrs. WATSON & CUELL have received instructions to PURCHASE SHARES in East Tamar Consols, South Tamar, Coplopo, East Rose, Alton, Stray Park, and Mary Ann Mines; and have FOR SALE, SHARES in all the best DIVIDEND MINES in Cornwall and Devon, paying from 18 to 20 per cent. per annum.

MINING PROPERTY.—CAPITALISTS who are disposed to INVEST in CORNISH and FOREIGN MINES, will find the present opportunity very favourable for so doing. From large sums having been lately diverted from such investments for railway speculations, standard mines are now selling at prices that will pay the purchaser 20 per cent. per annum for his outlay. There are also other mines that are on the eve of paying dividends, which can be recommended with confidence. Applications to be made to Mr. JAMES HERRON, mining agent, No. 3, Adam's-court, Broad-street, London.

WHEEL CORNWALL: 100 shares.
GWINEAR CONSOLS: 256 shares.

WEST PROVIDENCE: 256 shares.—Dividend of £1 10s. per share, now payable.
MR. R. TREDINNICK will be happy to afford parties every INFORMATION respecting the ABOVE MINES, on personal application at his OFFICE, and proffers his SERVICES to CAPITALISTS and ADVENTURERS in the PURCHASE and DISPOSAL of SHARES of every description.

Mr. TREDINNICK being in constant communication with experienced practical agents in the several mining districts, can, with confidence, recommend to shareholders, desirous of acquiring information from personal inspection of the mines, agents on whose reports every reliance may be placed.

MINING AGENCY OFFICE—THREE KINGS-COURT, LOMBARD-STREET.

TO BE DISPOSED OF, A FEW SHARES, in a very promising COPPER SETT, situated near St. Austell, in the county of Cornwall. This being an undertaking of recent establishment, persons desirous of embarking in mining speculations will commence under very favourable circumstances.

For particulars apply to Mr. Charles Goodall, 2, Walbrook-buildings; or to Mr. W. H. Smith, 10, Warford-court, Throgmorton-street.—Sept. 25, 1846.

IMPERIAL BRAZILIAN MINING ASSOCIATION,
Winchester House, Broad-street, London, October 1, 1846.—Notice is hereby given, that the TRANSFER BOOKS will CLOSE on the 15th inst., and RE-OPEN on the day after the General Meeting in November, of which due notice will be given.
GEORGE THOMAS, Acting Director.

TAMAR SILVER-LEAD MINING COMPANY.—SMELTING DEPARTMENT.—Notice is hereby given, that TWENTY-FIVE PER CENT. of the SUBSCRIBED CAPITAL of this company, and TWENTY-FIVE PER CENT. of the BONUS, will be PAID OFF on Wednesday next, and following Wednesdays, between the hours of Twelve and Four. Interest on the above 25 per cent. will cease on the 29th inst.—The debentures must be left at the office three clear days, to be marked.
Finsbury-square, Sept. 14, 1846.

TAMAR SILVER-LEAD MINING COMPANY.—Notice is hereby given, that the ANNUAL GENERAL MEETING of the shareholders of this company will be HELD at 44, Finsbury-square, on Friday, the 23d of October next, at Two o'clock precisely.—London, Sept. 25, 1846.

TRELEIGH CONSOLIDATED MINING COMPANY.—Notice is hereby given, that the ANNUAL GENERAL MEETING of the shareholders will be HELD at the office, as under, on Wednesday, the 7th of October next, at Twelve for One o'clock precisely.
By order of the board,
57, Old Broad-street, Sept. 21, 1846. WILLIAM NICHOLSON, Secretary.

TINCROFT MINING COMPANY.—At a Quarterly Meeting of the shareholders in the Tincroft Mining Company, held at the offices, No. 44, Finsbury-square, on Thursday, the 17th Sept., 1846, pursuant to advertisement,
JOSEPH GROUT, Esq., in the chair.

It was moved by John Field, Jun., Esq., seconded by Richard James, Esq., That the report and accounts, now read, be received, adopted, and entered on the minutes.—Carried unanimously.

It was moved by John Field, Jun., Esq., seconded by James Lee, Esq., That the best thanks of the meeting be given to the chairman, for his conduct in the chair.—Carried unanimously.

It was moved by B. J. T. Nightingale, Esq., seconded by W. Birdsey, Esq., That the thanks of the meeting be given to the auditors, for their valuable services.—Carried unanimously.
J. GROUT, Chairman.

WHEEL LEWIS MINING COMPANY.—At a Meeting of the shareholders, held pursuant to circular, at the offices of the company, 44, Finsbury-square, on Friday, the 25th Sept., 1846.

RICHARD HODGSON, Esq., in the chair.
The circular convening the meeting was read.

The report of the committee, with those of the mining agents, were read and approved. The accounts, up to, and including, the July cost, were also submitted, and approved. Thanks having been voted to the chairman, for the services rendered by him, and his courteous conduct in the chair, the meeting adjourned.

44, Finsbury-square, Sept. 25, 1846.

WHEEL CONCORD MINING COMPANY.—At a Meeting of adventurers in Wheel Concord Mine, held pursuant to circular, at the offices of the secretary, No. 4, King-street, Chancery, on Thursday, the 24th day of Sept., 1846.

J. PICKERING, Esq., in the chair.
It was moved, seconded, and carried unanimously.—That the report presented to this meeting be received, adopted, and entered on the minutes; and that the accounts submitted be approved, subject to the same being audited by two of the shareholders, to be appointed at the present meeting.

It was, thereupon, moved, seconded, and carried unanimously.—That W. Morrison, Esq., and H. Smith, Esq., be appointed auditors. Resolved unanimously.—That the lease of the mine be deposited with the bankers of the company.

Resolved unanimously.—That the following gentlemen be appointed as a finance committee:—Mr. Edwards, Mr. Crosswhite, Mr. Davey, Mr. Pickering, Mr. Pegg, Mr. Morrison.

Resolved unanimously.—That a call of 20s. per share, payable at such periods as the committee may deem fit, be now determined on, and that the same be made accordingly.

Resolved unanimously.—That the cordial thanks of the meeting be given to P. Davey, Esq., for the services rendered the company as a member of the committee, and the gratuitous offices performed by him on the mine, in the advancement of the interests of the adventurers.

Resolved unanimously.—That the meetings of the adventurers be held every two months the next meeting being held on the 23d Nov., at the hour of Twelve o'clock precisely.

Resolved unanimously.—That the report and accounts submitted to the meeting be printed, and a copy transmitted to each adventurer.
J. PICKERING, Chairman.
Resolved unanimously.—That the best thanks of this meeting are due, and are hereby given, to the chairman, for his services, and the general observance, on his part, of his duties as a member of the committee.
JAMES CROFTS, Hon. Sec.

Original Correspondence.

COAL IN TUSCANY.

SIR.—The phenomena in Tuscany, noticed in your last week's Journal, by Dr. Murray, of the escape of carburated hydrogen from the strata at Acquas and Monte de Fo, I do not think a proof that beds of coal exist beneath, although it does proceed from the magnesian limestone. There are several other strata besides coal, from which this gas is evolved in abundance. But why should there be any doubt as to the presence of coal in the locality, when any man, with the least pretension to mineral science, would, after a thorough examination of the surrounding strata, be able to satisfy himself, if it was, or was not, the bottom or lid of a coal formation? There is many a plain mineral man who knows his old acquaintances well, and particularly in a mountainous district, like the one in question, where the rocks are seen at surface. With respect to his observation, that, during a long continued drought, there are not more than 2 in. of flame—but that, during rain or snow, or on their approach, it rises to as many feet—is perfectly consistent with the phenomena of coal mines, with which we plain miners are all well acquainted. We find that, in all mines troubled with hydrogen, the change of weather, from fair to storms, fills the mine with explosive gases; and that, on the contrary, with a continuance of fine weather, the mine is comparatively pure. We want something done by which we might depend upon the air always passing round the mines in the same state, let the changes on the surface be as frequent as they may; this, of all others, is the question, "thorough and perfect ventilation under all circumstances," to which Dr. Murray, and other scientific men, should turn their attention.—T. DEAKIN: *Blaenavon, Sept. 28.*

MENAI TUBULAR BRIDGE.

SIR.—Any suggestion to add strength with economy in the construction of this bridge ought to be attended to; and I will venture to suggest, that this bridge of two tubes be placed one over the other—the top of one bolted to the bottom of the other, with numerous strong bolts: this, then, would add strength; and if the tubes were made 15 ft. or 20 ft. high, instead of each 30 ft. (this would be economy), the arrangement of rails would be a matter of not much difficulty, compared to increased strength, and a reduction of the expense in building the bridge.—D.: *Sept. 30.*

FIRE AT THE CROYDON TERMINUS.

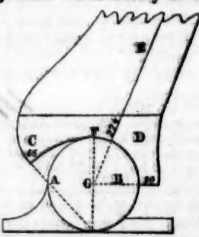
SIR.—I perceive, by my London newspaper, that a destructive fire has taken place at the Croydon terminus, originating in the lamp room. That it is a genuine case of spontaneous combustion, I cannot doubt—having its source in the contact of cotton, or other waste, with oil. Nothing can be more dangerous; and there is no cause of spontaneous combustion more frequent. The cases of this description communicated to me are extremely numerous; and the waste which has been employed in cleaning machinery, and thus necessarily brought into contact with greasy matter, should be carefully thrown into an iron case, and not allowed to be scattered about. Though linseed oil, in contact with linen or cotton materials, be the most susceptible of spontaneous ignition, yet linen, cotton, and even woollen and hair stuffs, will exhibit spontaneous combustion with any description of oil or greasy substances; and compression and moisture are circumstances and conditions which powerfully promote the phenomenon in question. *Portland-place, Hull, Sept. 28.* J. MURRAY.

IRON SHIPBUILDING.

SIR.—Since my last letter to you on this subject, I have seen your account of the experiments at Woolwich; and find that, in some experiments the shot went through the iron, making a hole—in others, splintering it in all directions. When we consider that a ball is, in effect, a point, acting with the whole pressure of the velocity, or the force due to it, on a point of a plane, it is not surprising that such effect should be produced. Would not corrugated iron receive the ball on three or four points instead of one. If the outside of a ship were covered with semicircular tubes, would they not resist shot, especially as the arch is the strongest form of matter—the cylindrical form giving the greatest strength, in the least degree of space. The *Victoria* and *Albert* steamer has a gilt carved cable around her, above the water line—would not plates pressed, in a similar way or form, present the required desiderata, to revoke the decree now said to have been issued, that no more iron ships are to be built for the navy. *Penzance, Sept. 28.* A. T. J. MARTIN.

GREENHOW'S GEOMETRICAL RAILWAY.

SIR.—I was rather surprised at the tone of hostility assumed by Mr. Burnier in his letter, which appeared in the *Mining Journal* of Saturday last, more especially after he himself asserted, that a scientific discussion ought to be carried on in a gentlemanly manner. I would not have considered it at all necessary to reply to such an exaggerated lucubration, but for two reasons—my letter in the *Mining Journal*, of the 5th of September (to which I refer your readers), effectually answering the problems so pompously put by that gentleman; the arguments used by me are not mere "phrases," but absolute data, from which Mr. Burnier may either calculate the exact value of the resistance, or draw the figures in which he so much delights, provided he has the knowledge he would lead us to suppose he possesses. The first of my reasons for replying is, that Mr. Burnier insinuates that I am myself the author of the pamphlet, bearing the signature, "Geometricus," and, therefore, that it is a "puff." Now, when that gentleman asked me the same question, I distinctly and unequivocally denied it, and now do so again; had he been the gentleman I supposed him to be, and so received and treated accordingly, he would have rested satisfied that what I told him was true. My second reason is, to put you and your readers right, respecting the experiments on friction, of which Mr. Burnier speaks so slightly, and states what he must know to be a falsehood; the carriage on the flat rail was not a "crooked deal box," being as carefully constructed as the other one was; nor were the "axles crooked," being, together with the wheels, correctly turned from a centre; many have seen them as well as Mr. Burnier, and I fearlessly call on them to contradict me if I am wrong: from the warping of the frame to which the bearings were secured, one wheel did not rest firmly on the rail—I at once said, I will have a new frame made, and Mr. Burnier promised to call in three or four days to see if the results were the same; the frame was obtained without altering the effect, but Mr. Burnier never looked near again—the fact is, it did not suit his liberal views to be deprived of so capital an objection. The theory of the inclined spoke was fully explained and demonstrated, in my pamphlet, by fig. 2, an extract from which I now give you:—"It will be at once apparent to any one accustomed to look mathematically at cause and effect, that although the concave tire on the convex or cylindrical rail will be equally fitted to it on whatever part of the circumference it may rest, yet, on the spoke being thrown beyond the perpendicular, should lateral pressure be applied in that direction, the concave will withdraw from the convex, unless the pressure is communicated to the concave within the point on the convex surface, perpendicular to its centre; for, should the pressure fall without that point, there will be no resistance to its moving off at a tangent—therefore, in order to afford an effectual security to the wheel from running off the rail in a lateral direction, it will be necessary to give the concavity of the tire a peculiar formation; and to arrange the spokes of the wheel in such a manner as to cause the weight communicated to them to the tire, to fall within the point on the rail perpendicular to the tire—by which means the tire within that point on the opposite wheel being elevated, will become the fulcrum on which the carriage turns: therefore, that portion of the concave tire ought to be the segment of a circle, of similar radius to the circumference of the rail, extending 90° within the point on the rail's surface, perpendicular to its centre; whilst the spokes of the wheel, being placed with an inclination within the perpendicular of 22½°, measured from the centre of the rail, as seen in fig. 2, A B being a transverse section of the rail, and C D a section of a portion of the wheel tire resting on it, and E the direction taken by the spoke towards the axis, which will cause the weight to be communicated to the tire within the point E, on the surface of the rail, perpendicular to its centre G; and so long as this is the case, a firm resistance will be offered to any attempt at lateral displacement." And fig. 4, which Mr. Burnier, from his complete ignorance of the laws of moving bodies, is unable to comprehend, had nothing whatever to do with illustrating the theory of either the inclined spoke or round rail—being merely cited by me as an incidental advantage, attendant on the previous arrangements. Mr. Burnier could not, certainly, be ignorant of all this; and I can only conclude, that it did not answer his purpose to have the matter discussed on its real merits. Had Mr. Burnier really wished, as he at first proposed, to



conduct any discussion in a liberal and gentlemanly way, he would not have assumed the tone he has done, and kept merely beating about the bush, carefully avoiding any allusion to the real reason given by me for the introduction of the inclined spoke. However, I will now conclude, by thanking you for the space you have kindly allowed in your columns, and also Mr. Burnier, for gaining me so much of the attention of the public. *3, Louthbury, Sept. 30.* C. H. GREENHOW.

GREENHOW'S GEOMETRICAL RAILWAY SYSTEM.

"But, masters, remember that I am an ass; though it be not written down, yet forget not that I am an ass."—*Much Ado About Nothing*, act. iv. scene 2.

SIR.—The above words of Dogberry, when, in all the pride of place, he had been making a pompous examination of Conrade and his associates, presented themselves to my imagination directly on reading the rapid bombast of Mr. Burnier, in the *Mining Journal* of Saturday last; poor fellow! he could not forgive "G. M. T." for turning his carefully-arranged arguments into ridicule—he should not put himself so prominently forward to discuss a subject he does not understand.

But to return to the lucubration of Saturday last. That "anger is a short madness," is a proverb, true, yet true; and we have a capital exemplification of it in this instance, as he certainly would never have committed himself in the manner he has done. "Geometricus" deserved the rub he got about the "Spanish knight's fighting with a windmill;" for, certainly, a work intended to examine into a principle, or to argue a question of science, ought not to treat it in the outset with so much levity. This, however, was no excuse for Mr. Burnier's unwarrantable attack on Mr. Greenhow; he could not mistake so far, as to suppose that gentleman to be the author of "Geometricus," the style being so completely different, and he having already written an exposition of his system. Nor does it palliate the absurdity of Mr. Burnier stating that a sledge, fitted to a "perfectly planned and smooth rail," would be a machine exactly fitted and prepared for locomotion; this is too much in a piece with all the arguments brought forward by this gentleman, not one of them referring to the real point in question; if I read Mr. Greenhow's pamphlet right, fig. 2 is the one which demonstrates the true value and necessity of the inclined spoke. Why does not Mr. Burnier attack Mr. Greenhow's assertion, that with an upright spoke the concave wheels would not remain on the round rails—this being the true reason for giving that shape to the wheels? Why, like his countrymen in their pursuit of Abd-el-Kader, is he constantly vaunting and proclaiming his great achievements, which, when inquired into, end in the capture of a horse or a dog, the real object of pursuit being safely coursing over his native hills? It is precisely similar with Mr. Burnier, he keeps rejoicing and pluming himself on arguments quite foreign to the subject, leaving the real point at issue intact.

He does not see why it would be just as possible to fit a flat rail to a flat tire, to adjust the flange of the wheel in closed contact to the sides of the rails, and then its parts "would be perfectly fitted." I can well believe that he does not see why—because, to judge from his writing, we can only conclude, that he is in marvellous ignorance of mathematics, notwithstanding his repeated appeals to Euclid, as flat wheels and rails so fitted would not constitute a well-adjusted machine for the purpose intended, because the wheels would bind between the rails, and no speed could be gained—the incessant grind at the same time destroying both. With a round rail and concave wheel the case is different—the adjustment may be so perfect as to admit only of the slightest play, because the wheel, in revolving, frees itself from contact on the instant, without the rubbing of the flange, as it is on the flat rail.

That "a machine must act well by the principles of its construction," is a truism, none will gainsay; but, if accurate fitting is not attended to, the principle, however perfect, will not secure a correct action. Mr. Burnier has stumbled on a very apt illustration of what railway travelling at present is, by comparing it to the action of a person skating. Wisdom sometimes comes out of the mouths of babes and sucklings: I would like to know on what data he calculated, when he discovered that the motion round the opposite rail, occasioned by the resilience, was one quarter of a degree; and he will, perhaps, inform us also, on what railway he measured the distance between "the tire and the inner edge of the supporting rail," and found it to be the 58th part of an inch; it would be curious to know with what instrument he made this beautifully-minute measurement. Pshaw! I am sick of such humbug. This exact calculator also says—"When a man gives his support to a project, this support is worth only what he is worth himself." Granted; and the same may be said of any one opposing a project; therefore, what is the worth of all Mr. B.'s bombulations? Not much, if we may judge by the very lucid manner in which he has expounded the principles of his cold-water system, which I defy any one to form a clear idea of; let them peruse his letters in the *Mining Journal* as carefully as they can—all the impression left on the mind is, that of a kind of obscure, floating idea, of a weight over 600 tons being raised in no time by an engine under 26-horse power. How this is to be accomplished remains in *nubibus*, like certain Spanish chateaus we have heard of.

One extract more, and "farewell Burnier." He says "he will declare the whole of the publications in favour of the Geometrical Railway to be a puff." I will ask you, and your readers, one little question—Are not the extraordinary lucubrations of this gentleman against that system intended as puffs of the Barometrical, and its frivolous self-sufficient inventor? but enough of him. I will conclude by merely hinting, that "Poeta nascitur non fit."—Q. E. D.: *Southampton, Sept. 30.*

STIRLING'S PATENT STEAM FUEL COMPANY.—On the 28th of March last, we noticed a pamphlet which had just then appeared, describing the results of some analyses with the patent fuel of Mr. Stirling, and small coal—as also of trials made in the *Orwell*, between Ipswich and London—showing a superiority far in favour of the former of 24 per cent., there being consumed (the number of strokes per minute being the same) 10,478 lbs. coal, "Hardly hard," and only 8036 lbs. of the fuel, while in storage its saving is quite 50 per cent. over every description of coal. Mr. West (of the Thames Glass-Works), and Mr. Apsley Pellatt (of the Falcon Glass-Works) have borne ample testimony to the great purity of this fuel for their most delicate works—its principal superiority consisting in freedom from sulphuric and ammoniacal vapours, igniting readily, burning with a bright flame, emits but little smoke, will burn for hours without stoking, and forms very little clinker. We have now before us a prospectus, just issued by a company formed for working out this patent to a large commercial extent: the provisional committee have had the offer of premises at Llanelly, South Wales, with a 35-horse power steam-engine and other machinery, and also to deliver them coal on the premises at 3s. per ton, which, with an outlay of about 1000l., will enable them to commence the manufacture of 100 tons of fuel per day, the returns from which, realising upon this trifling capital, a profit of 3000l. per annum. The objects of the company, however, extend much further; in addition to the other qualification, it is not in the slightest degree deteriorated by the effects of a hot climate, while coal loses from one-fourth to one-third in evolving the combustible gases, nor is it liable to spontaneous combustion; it is, therefore, most admirably adapted for the East and West India trade; and, by establishing depots at those places, the company may realise a most extensive and lucrative trade. The proposed capital is 50,000l. in 5000 shares, of 10l. each; but, should the latter idea be adopted, power is taken in the deed to extend the capital to 100,000l.

LLANYVY IRON WORKS.—We noticed, in our two former Numbers, the increasing prosperity of these works, and the interest attached to the first production of bar-iron at some new rolling mills lately erected. It is gratifying to find that the whole vale of Llynvi is partaking of this prosperity—in a great measure brought "about" by the exertions of Dr. Bowring, in obtaining the abolition of the truck system, and the establishment of railway communication in the district with the shipping place. His exertions in the good cause have gained him the good-will of the whole population; and on the occasion of his arrival at the works on Saturday, the 26th inst., he was met by nearly the whole population, the horses were removed from the carriage, and he was drawn into the village, among the most enthusiastic shouts. In the evening a beautiful silver salver was presented him, by Dr. Thomas, bearing the following inscription:—"On the 26th Sept., 1846, this salver was presented to Dr. Bowring, M.P., chairman of the Llynvi Iron Company, by the workmen, tradesmen, and others, interested in the prosperity of the Llynvi valley, as a testimonial of their esteem and gratitude, for his indefatigable exertions in obtaining means of cheap communication for this locality, by locomotive power, and also, for having led the way to free trade in this district, by abolishing the 'truck' system at the Llynvi Iron-Works."

NEW LINES OF RAILWAY.—The following are the amounts authorised, in the session of 1846, to be raised, and the number of miles to be constructed:—				
	No. of Bills.	Capital.	Length in miles.	
England	189	£70,234,870	£28,612,027	3280
Scotland	60	11,740,780	5,903,000	805
Ireland	21	8,517,900	2,800,558	679
Total	270	£90,502,550	£30,345,585	4765

The estimated average total cost per mile, including capital and loan, would appear to be—for England, 29,055l.; for Scotland, 19,444l.; and for Ireland, 16,988l. It may be interesting to mention that, in the session of 1844, the estimated average cost per mile of the 819 miles of railway then sanctioned, was 19,148l.; in the session of 1845, 2860 miles were sanctioned, averaging 20,498l. per mile, increase 6-74 per cent.; and in 1846, as above, 4705 miles, averaging 25,685l. per mile, increase in cost 25-67 per cent. The total length of railway, sanctioned during the last three sessions, amounts to 3864 miles; the aggregate amount of capital and loan authorised for that purpose was 194,983,767l.

The mammoth chimney at the chemical works of Mr. John Dobb, Wallgate, Wigan, is going on rapidly: the height already attained is 135 yards. When finished, including the stone work, it will be about 165 yards.

Under the distinguished patronage of his Majesty the King of Prussia, his Majesty the King of Hanover, and most of the Nobility and Clergy of the United Kingdom, and especially recommended by the Faculty,

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RECENT TESTIMONIAL.

DEAR SIR.—Having been, for a considerable time during the winter, afflicted with a violent cough, particularly at lying down in bed, which continued for several hours incessantly, and after trying many medicines without the slightest effect, I was induced to try your Lozenges; and by taking about half a box of them, in less than 24 hours, the cough entirely left me, and I have been perfectly free from it ever since.

9, Claremont-terrace, Pentonville, I am, dear Sir, yours very respectfully, Feb. 17, 1845. JAMES ELLIS.

(Late proprietor of the Chapter Coffee-house, St. Paul's.)

Medical Warehouse, Halifax, Nova Scotia, August 15, 1846.

SIR.—In mentioning the receipt of your last letter, with second consignment of lozenges by the *Racer*, we are gratified in being able to inform you, that they have given very general satisfaction here (having proved singularly efficacious in the removal of coughs and colds), of which the increasing demand is a sufficient evidence. We shall probably require for the winter a further supply of 40 or 50 doz., which you can forward at first convenience by one of the Cunard steamers, via Liverpool, for

Yours respectfully, MORTON & Co.

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N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES" are engraved on the Government stamp of each box.

NOTICE.—These Lozenges contain no opium, or any preparation of that drug.

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Mining Correspondence.

ENGLISH MINES.

BARRISTOWN.—In the 24 fm. level, west of engine-shaft, the lode is about 1 ft. wide, thinly mixed with ore; we have been obliged to suspend the rise in the back of this level for the present, on account of bad air. The lode in the 18 fm. level end west, produces about 1½ ton per fm. We are driving a 12 fm. level west from western winze, which produces about 1½ ton per fm.; it is necessary for both these levels to be driven to communicate with winzes for ventilation. The lode in the western winze produces over 1 ton per fm. The end west of Nangle's shaft, produces 1½ ton per fm.; the end east of Nangle's shaft, the lode is again regular through the slide, about 2 ft. wide, composed of gossan, with stones of lead. In the adit end east, we have communicated with Forge shaft for ventilation; consequently, little has been done on the lode here of late. At Clon Mines, we are still driving an adit end north; we have commenced to open some of the old workings, but find it extremely difficult to make them out.—Sold on the 24th inst., 40 tons, of 20 cwt., at 16l. 10s. per ton, to Walker, Parker, and Co.—T. ANGOVE: Sept. 26.

BEDFORD UNITED.—At Wheal Marquis, there has been no lode taken down in the 80 fm. level east. The lode in the 70 fm. level east is 2 ft. wide, still good work; and in the stopes, in the bottom of this level, the lode is worth 20l. per fm. At Ding Dong, there is nothing new to report. At Wheal Tavistock, in consequence of sudden increase of water, Phillips's engine-shaft is stopped, until we get our pitwork down to the 47 fm. level. The sumpmen are at present put to sink a winze in the 58 fm. level east, to communicate with, and ventilate, this level and the 70 fm. level. In the 47 fm. level west there is no alteration. In the 35 fm. level east the lode is 18 in. wide, producing a little saving work. The lode in the south engine-shaft is 6 ft. wide, composed of munda, gossan, and ore, altogether more kindly than for a few weeks past. The lode in the adit level is 2 ft. wide, and very promising. We weighed at Morwellham, on Friday last, July ores, 91 tons 9 cwt., and sampled August, computed 92 tons.—JAMES PHILLIPS: Sept. 29.

CALLINGTON.—Johnson's engine-shaft is sunk nearly 12 fms. below the 112 fm. level, driving south; in this level the silver lead lode is poor; taking down the same has shown Johnson's lode; to the east it is 4 ft. big—a most promising lode, composed of munda, quartz, and felspar, intermixed with tin and copper ores; we have set to drive east on the same; in the north and west we are opening tribute ground. In the 100 fm. level, driving north, the lode is much disordered, producing silver-lead ores; in the winze, sinking below this level, no lode taken down; in the south end the lode is small—the back will set at a high tribute. In the 90 fm. level, both north and south, the ground we are opening will set at a moderate tribute. In the 80 fm. level, the lode continues productive. At the north mine, in the 90 fm. level north, the lode is producing silver-lead ores; the same remark will hold good for the south end. In the 80 fm. level south, we are still in the hard bar of ground—the lode is split in strings; in the winze, sinking below this level, the lode continues good, worth 15l. per fm. At Kellybray, the shaft is sunk 7 fms.; the lode is nearly 5 ft. big, very promising; some good stones of copper ore have been broken this day—a small stone I enclose.—J. T. PHILLIPS: Sept. 28.

CONSOLIDATED TRETOIL.—There has been no lode taken down in Henwood's shaft since last report. In the 70 fm. level, east of Henwood's shaft, the lode is 1 ft. wide, saving work, and will set at a moderate tribute. In the 50, east of ditto, the lode is 9 in. wide, opening ground that will set on tribute. In the 60 fm. level, west of Williams's, the lode is 9 in. wide, producing but a small quantity of ore. In the 50, east of John's shaft, the lode is 15 in. wide, composed of black-jack, and good stones of yellow ore. We are pushing on the cross cut, south of Russell's shaft, as fast as possible.—H. WILLIAMS.

CUBERT SILVER-LEAD.—I am glad to inform you, that the ground in the engine-shaft has become more favourable for sinking; sunk below the 25 fm. level, 6 fms. 4 ft. At the 25 fm. level, going west, we are still in elvan; lode 2 ft. wide, and not so hard as it has been for the last fm. driving, worth about 1 ton of lead per fm.; in the east end of this level, lode about 1 ft. wide, kindly, worth ½ ton per fm. At the 15 fm. level, going west, in the east of Falmouth land, lode 6 in. wide, saving work, but not rich; in the eastern end here, we have a very promising lode, worth from ½ to ¾ ton of ore per fm.—R. ROWE.

EAST TAMAR CONSOLS.—At Whitson, we have commenced driving north and south from the cross-cut, at the 54 fm. level, the lode is 2 ft. wide, fluor-spar and silver-lead ore—a very promising lode. In the 46 fm. level south the ground is hard, the lode small at present; we are expecting the lode will improve very soon, as the indications are very good. At Furzehill, we have suspended sinking Harrison's shaft for the present, and put the six men to drive north, and six men to drive south for 3 or 4 fms. on each end; then we shall commence sinking again, as there is a very promising lode in each end, and likewise in the shaft. At Caroline, the 10 fm. level under the adit level, or 40 fms. from the surface, the lode is 2 ft. wide, saving work. Our engine-house for the crusher and stamps is up, ready for the engineers to begin putting in their work, and the stack is getting on very briskly.—B. ROBINS: Sept. 28.

GREAT WHEEL MARTHA CONSOLS.—The water in the new mine having reached the 10 fm. level, nothing has been done on course of the lode below the deep adit, since our last report—in which level we have been driving west, where the lode is 4 ft. wide, composed of gossan, with stones of black oxide of copper, and munda. The sumpmen have been engaged this week in dividing the engine from the whim shaft, fixing main rods, cutting ground, and fixing cistern, and dropping the 20 fm. lifts of pumps taken from Thomas's shaft, fixing ladders, penthouse, &c., preparatory to sinking below the 20, which work will be completed by Saturday next.—J. PRINCE; T. PENALUNA: Sept. 26.

GUNNIS LAKE.—At Chilsworthy, I am glad to be able to report an improvement in the 12 fm. level, west of Bailey's engine-shaft; the lode is 2½ ft. wide, composed of gossan and spar, producing fine stones of grey ore—the lode altogether was never more promising than at present. The plat, &c., is still in course of cutting.—W. RICHARDS: Sept. 29.

GREAT MICHELL CONSOLS.—Since the last report, the lode in the 20 fm. level east is much improved—there being a good course of ore in the bottom of the end, about 2 ft. wide, for about 15 in. high; the upper part of the level is composed of very fine gossan, with munda and spar—altogether, a fine looking lode; its size is not known, as we are driving on it, and the walls are not seen; in this level west the lode is about 6 ft. wide, containing spar, munda, and in places stones of ore; the shaftmen are getting on expeditiously with the cutting of whim plat, &c.—T. RICHARDS.

HAWKMOOR.—I beg to inform you, that the lode in the 15 fm. level, east of Hitchins's shaft, is 3 ft. wide, producing good stones of ore.—P. RICHARDS.

HOLMBUSH.—I beg to inform you we have fixed one of our 14 in. plungers, and it answers excellently well; so much more than a match for the others, that we intend to begin to-morrow to fix the other two (with the cylinder cover); instead of the time we first fixed on, as mentioned in our last report; it being our setting week, we think the work can be done and the engine set to work against Thursday night. We began to fix the plunger at the 100 fm. level last Friday morning, and against Monday evening the water was in fork. The 120 fm. level, south and east of Hitchins's shaft, is much the same as last reported on, the men being employed some part of their time at capstan; in the 120 fm. level, west of the winze, the lode is 12 in. wide, worth 7l. per fm. In the 110 fm. level, west of Hitchins's shaft (on the north part), the lode is 10 in. wide, composed of munda and stones of ore; in the same level, driving south, the flooken part of the lead lode is 2½ ft. wide, producing occasionally stones of lead and copper ore. The lode in the winze, sinking below the 100 fm. level (on the north part), is 12 in. wide, worth 9l. per fm.; in the same level, driving north on the lead course, we have intersected two or three branches, containing munda and spots of copper ore; but, being so closely connected with the lead course, we have commenced opening some ground east on them, before we can say much about it. We have communicated the rise above the 100 fm. level to the 90, on the lead lode, and have since resumed driving the 100 fm. level south; both the levels are well ventilated, and some tribute ground laid open. We weighed at Calstock Quay, on Friday last, August ores, 108 tons 8 cwt., and sampled September ores, computed 97 tons. We purpose carrying our lead ores to Halton Quay, where the Callington Mines lead ores are carried, and to sample and offer it for sale at the same time, which will be in the course of the next week, as we have been given to understand.—W. LEAS.

LAMHEROE WHEEL MARIA.—The engine-shaft is 19 fms. 3 ft. 9 in. from surface; the flat-rod shaft is 13 fms. 1 ft. 1 in. Owing to altering our pitwork in engine-shaft, we have not been sinking for this last fortnight, and were obliged to have the men from flat-rod shaft to assist. We have put a new set of lifts, fixed jack heads, cutting ground for bearers and cistern, and putting in same, taking down sky rods, casing and dividing shaft, and putting in new footway, removing our present lift in another part of shaft for the convenience of our future sinking; by so doing, it will enable us to go as far as the 30 fm. level before we fix our plunger. In flat-rod shaft, we must undergo a similar change—our lift being heavy and too dangerous for the men to work under.—JOHN TABB: Sept. 28.

LANIVET CONSOLS (Bodmin).—We have got clear of the cross-course in the 80 fm. level; lode about 8 feet wide, ore throughout, worth about 8l. per fm.; lode in western end poor, and in a disordered state. In 70 end west, lode about 2 ft. wide, poor. In the 40 fm. level east the lode is much improved, is much increased in size, since our last report, from 1 to 4 ft. wide; and although not rich, is producing ore throughout.—H. WILLIAMS; W. MICHELL.

LOSTWITHIEL CONSOLS.—The shaft is going down with speed. We have holed through to the shallow adit, cut a plat to rest materials required to go down, and kibbles with stuff or water brought up. We are close, and well timbered full 5 fms. down, and have commenced sinking below the shallow adit, about 6 fms. down; the ground is still stiff, settled country, as likely to make ore, as far as settledness of ground is concerned, at 10, 20, or 30 fms., as at 150; it will do without timber, and I suppose cost about 6l. per fm. at present.

MENDIP HILLS.—I expect the men will finish cutting the plat at Stainby's shaft by the end of this week, when they will immediately proceed to divide down the shaft, and fix footway, &c.; the appearance of the lode in this part continues much the same as last reported on. In the 30 fm. level, north of Somers's shaft, the lode is at present in a disordered state, being split into three parts; the western branch is about 2 ft. wide, producing a little lead. In the 25 fm. level, north of Barwell's shaft, the lode is 2 ft. wide, ground harder for driving than it has been. In the level above this (which is 11 fms.) I find there is a cross branch that intersects this lode, when it becomes much larger, and several good stones of lead was broken; should this branch retain its regular course, and underlie below this level, I anticipate an improvement ere long in this part. We have, during the past week, put down some costeaning pits in the eastern part of the sett. I think, from the decomposed appearance of the stuff from the pit we are now sinking, that we have the continuation of the lode worked by the old men in this part of the mine, where, it is said, such large quantities of lead have been taken: we are not yet sufficiently down in the settled ground for me to form any opinion as to its future prospects; this being done, I will apprise you of it.—F. C. HARPUR: Sept. 28.

TAMAR SILVER-LEAD.—In the 160 fm. level the lode is small and poor, and will be until we get under the ore ground. In the 145 fm. level the lode is 1 ft. wide, producing a small quantity of ore. In the 135 fm. level the lode is 3 ft. wide, 1 ft. of which is rich work. In the 125 fm. level the lode is 2 ft. wide, composed of can and ore, work of a good quality. In the 115 fm. level, the lode is 18 in. wide, 6 in. of which is saving work. In the 105 fm. level the lode is 1 ft. wide, producing some ore, but not rich; the incline plane shaft is sunk about 6 fms. below the 115 fm. level. We hope to sample, on the 2d or 3d October, about 90 or 95 tons of rich silver-lead ore. At North Tamar, the engine-shaft is sunk 4 fms. 5 ft. below the 60 fm. level; in this shaft the lode is 18 in. wide, composed of capel and munda, discharging a large quantity of water; in driving north, at the 60 fm. level, the lode is 18 in. wide, interspersed with silver-lead ore. At Wheal Hancock, in cross-cutting east, the ground is a little more favourable for driving. At Hole's Hill, the shaft is sunk 19 fms. 4 ft. from surface; we intend cross-cutting west at the 19 fm. level immediately.—J. SPRAGUE: Sept. 28.

TINCROFT.—The lode in the 152 fm. level west is 3 ft. wide, worth 25l. per fm.; the stopes east from the shaft is worth 40l. per fm. The lode in the 142 east is 3 ft. wide, worth 48l. per fm. The lode in the 120 east is 2½ ft. wide, worth 8l. per fm. The lode in the 110 east is 4 ft. wide, worth 12l. per fm.; and the stopes in the bottom of the 100 fm. level, on south part of Higburrow lode, is worth 25l. per ton; the pitch in the bottom of this level (working at 2s. 6d. from 20s.) is looking excellent for tin, men getting fair wages at their tribute; the pitches generally in this part of the mine are producing fair quality tinstuff. At the north mine we have discovered a branch containing rich quality copper ore, dropping into the lode from the north, near the bottom of the engine-shaft; this, we hope, will have a good effect on the lode. The lode in the 90 east is 2 ft. wide, worth about 7l. per fm. We have not seen the lode beyond the cross-course, in the 90 west. The lode in the 80 east is 3 feet wide, 9 in. on the south good ore; the lode in the 80 west is 2½ ft. wide, worth 15l. per fm. The lode is still very large in the 70 east—2 ft. of north part is worth 40l. per fm.; the lode in the 70 west is 12 in. wide, worth 6l. per fm. I can speak of no alteration in the levels above. At Palmer's, the shaft is now about 6½ fms. below the 70 fm. level; we shall not cut into the north part of the lode, till we reach the 80 fm. level. The lode in the 70 west is 2 ft. wide, producing some ore, and kindly. The 60 west, on north part of the lode, is producing one ton of ore per fm., worth 6l. per ton; the pitches in this part of the mine are producing fair quality work. Chapple's lode at the 90 and 100 fm. levels, is looking very promising; we are progressing favourably with the new shaft, in the north-west part of the mine, and hope to set Wheal Providence engine to work the latter part of this week. On the whole, I am glad to say, that the south part of the mine is looking better than when I reported last.—W. PAUL: Sept. 28.

TRELEIGH CONSOLS.—At the 100 fm. level, east of Christoe, the lode is about 2 ft. wide, producing stones of ore; the rise above the 100 will be holed from the winze over it, sinking below the 90 fm. level, in a few days; in the 100, west of ditto, driving on branch of the cross-course, and expect to cut the lode soon. In the 90, west of ditto, the lode is small, no mineral—expect to hole to the 90, east of Garden's, in two weeks; in the winze, below the 90 east, the lode is 2 ft. wide, worth 6l. per fm.; will soon be holed to the rise from the 100 fm. level; Garden's shaft, below the 90, is sinking in the country, south of the lode about 6 ft., which is nearly perpendicular, but expect the lode in the shaft in a few fathoms, and expect to communicate soon to the 90 from Christoe; in the 90, east of ditto, the lode is small, no mineral; in the 90, west of ditto, the lode is 2½ ft. wide, worth 20l. per fm., and very promising for an improvement; stopping, back of 90 east, is set on tribute at 2s. in the 1l. The 70, west of Good Fortune, is driving on the south part of the lode, not as good as last week; the lode is 2 ft. wide, producing stones of ore. In the 60, west of Symons's, the lode is 20 in. wide, with a branch of ore, worth 5l. per fm. The 50 cross-cut north is suspended; in the 50 west, on the north lode, we shall drive west 8 fms., south of the cross-cut end; on the first branch we cut, which is the largest, it is about 10 in. wide, spar and flooken. In the 44, west of Symons's, the lode is 1 ft. wide, unproductive. The 34, west of ditto, is suspended; these men are put in the 44 fm. level. In the adit, west of ditto, the lode is 10 in. wide, spar and ore. The west shaft is sinking in the country.—WILLIAM SYMONS: Sept. 25.

WEST WHEEL JEWEL.—In the 115 fm. level, east on Wheal Jewel lode, the lode is 15 in. wide, composed of spar, munda, and peach, with spots of yellow ore. In the 100 fm. level east, on the same lode, lode not taken down in the past week; nor the 85 west, by the means of the tributaries bringing away their ore against sampling, which will be Wednesday next. In the 12 fm. level west, on Tolcarne tin lode, the lode is 2 ft. wide, worth 25l. per fm.; the winze in the bottom of the 12 fm. level, east of Quarry shaft, on Tolcarne tin lode, is worth 12l. per fm. In the winze in the bottom of the deep adit, on Tolcarne tin lode, the lode is worth 16l. per fm. In the winze in the bottom of the deep adit, west of old sump shaft, on Tolcarne tin lode, the lode is worth 3l. per fm., ground still very hard for sinking, being troublesome, having much water.—R. JOHNS: Sept. 28.—[In a letter, written after the report was made, the lode in the 12 fm. level is worth 30l.]

WHEEL AGNES.—There is a great improvement in this mine since last report; we have driven south from the elvan and cut many branches of lead, which I thought was a very kindly indication, and it appears we are not disappointed. On Saturday last, being our measuring day, I thought there was an appearance of the lode, and to-day I have had a hole bored and explored, and have discovered a good lode, of which we will not be able to ascertain for a day or two; it is looking very kindly.—B. ROBINS.

WHEEL BLENCOWE.—I inspected this mine on Monday, the 27th ult., and found that, in the western end at the 10 fm. level, the lode is from 9 to 10 ft. wide, worth 16l. per fm. for tin; the same level east is not so good, lode 3 ft. wide, worth 7l. per fm.; there are six pitches working on the backs of the 10 fm. level, all looking very well, remunerating the tributaries from 4l. to 5l. per month, and the tribute there is 8s. in the 1l. to bring it merchantable. In the 20 fm. level, the backs and ends are looking very promising, with a very rich lode gone down in the sink, about 3 to 4 ft. wide, worth 40l. to 50l. per fm.; and I found that, if they had sufficient water last month, they would have returned full 6 tons of tin.—They have got ¾ to 4 tons of tin to carry to market next Wednesday.—T. BROAD: Oct. 1.

WHEEL BUCKETTS.—In driving north, in the 32 fm. level, we cut a lode in the cross-course about 2½ ft. wide, 18 in. of which is good yellow ore—it was the eastern part of the lode; they have continued driving on the cross-course to discover the other parts of the lode, which they cut last night; it is holed about 12½ ft., and is 3 ft. wide—2 ft. of which is a good course of ore; they have, of course, not opened upon it yet, but at present it appears to be a good discovery. The discovery at Wheal Andrew, is a large tin lode from 12 to 15 ft. wide, cut at the 90 fm. level, and worth about 6 cwt. of tin per 100 sacks; throughout the several other parts, the mine is looking better.—Sept. 30.

WHEEL CARPENTER.—We have sunk our proposed shaft mentioned in my last report 10 fms., where we have cut the lode according to our expectation; the lode holds down just the same size, about 9 ft. wide, with fine specimens of lead ore—indeed, the whole lode where we have driven through is good saving work. A meeting of the adventurers was held here on Monday last, when we took the adjoining set of the lands of the late Mr. Tozer; our sett is now more than 600 fms., through which the Wheal Concord and Wheal Grace lode runs. Our present working is at the western extremity of the sett, where we can avail ourselves of water-power when required, and have a sufficient fall for a wheel 50 ft. diameter.—JOHN KEY: Tavistock, Oct. 1.

WHEEL LOUISA.—The engine-shaft is down 16 fms. 2 ft. I am happy to inform you, that the ground through which we are sinking has greatly improved since my last. I am also much pleased in seeing the ground through which we are driving on the south part of the mine—it is a beautiful strata, congenial for copper ore. Knowing that Wheal Arvose and Hewas Consols lodes are not far before us, we hope to cut the lodes in a short time.—J. CHYROWETH.

WHEEL NORRIS.—In driving the 35 fm. level, south from the engine-shaft, there has been a lode intersected from 18 in. to 2 ft. wide, composed of quartz, peach, and can, spotted with yellow copper ore—a very promising lode for riches on being further developed. It has been driven on 2 fms., and found to underlay north 1 ft. per fm. On discovering this, it was first thought to be the "main lode," which has been the chief object to discover and explore; but, on minutely examining its inclination, &c., no doubt remains that it is a lode not hitherto discovered in the mine, and that the main lode is about 2 fms. farther south, which the cross-cut is being extended to cut; the lode having been unexpectedly found in this situation is considered a valuable acquisition, as from its dip it will evidently join the main lode a short distance below the level—and, from its general characteristics, it is likely to be a feeder to it, and become highly advantageous for the mine.—J. B. CLYMO: Sept. 29.

WHEEL TRELAWNEY.—Our sumpmen have commenced the cross-cut towards the lode at the 42 fm. level, and we expect to cut the lode at this level by the end of November next. The lode in the 32 fm. level, north of the shaft, is 3 ft. wide, and worth 25l. per fm.; the lode in the 32 fm. level south is 1 ft. wide, but at present unproductive; we expect this end will soon improve, as there is a large and good lode gone down before it; the winze, under the 32 fm. level south, is nearly down to the back of the 32 fm. level, and is suspended until the 32 fm. level is driven under it. The winze under the 22 fm. level north is holed to the 32 fm. level; the lode in the 22 fm. level north is 3½ ft. wide, and worth 12l. per fm. The lode in the winze sinking under the 12 fm. level north is 3 ft. wide, and worth 16l. per fm. Trelawney's, or new engine-shaft, is still sinking in favourable ground; the masons will finish the walls of the new engine-house by the end of the present week, and we have one boiler and several of the heavy castings belonging to the engine on the mine. We sampled, on the 21st instant, 96 tons of ore; this sampling is not so large as we anticipated, in consequence of some of the stopes not producing so much lead as heretofore; but the ore is now looking better, and, having holed our north winze to the 32 fm. fm. level, we expect our next sampling will be much longer.—PETER CLYMO, jun.

UNITED HILLS.—At the 90 fm. level, eastern end, the lode is 3 ft. wide, producing but little ore; in the western end the lode is 3 ft. wide, 2 ft. ore of fair quality; in the stopes the lode is 2 ft. wide, 18 in. good ore. In the 80 fm. level, eastern end, the lode is 3 ft. wide, coarse in quality; no alteration in driving north of diagonal shaft since last week. In the 70 fm. level, driving east of eastern shaft, the lode is 3 ft. wide, 18 in. good ore—not looking quite so well as last reported; west of James's shaft, we have not yet cut any lode in driving north; in the stopes, bottom of this level, east of Williams's shaft, the lode is 3½ ft. wide, producing ore of average quality. In the 60 fm. level the lode is 2½ ft. wide, ore throughout, of low quality. In the 50 fm. level the ground is a little improved for driving since last reported; in the shallow adit the lode is 3½ ft. wide, producing but a small quantity of ore. At Wheal Charles, in the 50 fm. level, the lode is 2 ft. wide, poor. In the 40 fm. level the lode is 3½ ft. wide, 2½ ft. ore of fair quality. At Wheal Sparrow, in the 40 fm. level, east of Tonkin's winze, the lode is 18 in. wide, with some stones of ore; west of Richards's shaft the lode is 2 ft. wide, 6 in. ore of low quality. In the 30 fm. level the lode is 2 ft. wide, producing ore of average quality.—THOMAS TREVENEN; ROBERT WILLIAMS: Sept. 29.

FOREIGN MINES.

IMPERIAL BRAZILIAN.—*Congo Soc., July 13.*—I am sorry to say, the appearances mentioned in the postscript to my last were like too many of their predecessors in the same vein, but deceptive; the box, instead of 5 lbs., gave but little more than 3 lbs.; and the trifles we have since obtained have been still poorer, though appearances are still favourable. The other works of research in that part of the mine, as well as for the intersection of the same vein further east, are still being continued, but need no remark. In sinking on the Camara formation, a small mass of stone, which would pay for extraction, was penetrated. We purpose driving eastward to explore its extent; and if sufficient to warrant it, we purpose removing the old Santa Gallo stamps, which can be so placed as to bring the water still to the mine, after having passed over it. At Catta Preta the smaller stamps were replaced by the larger, in the incredibly short space of three weeks. The 18 heads are at work, and will crush all the valuable stone, before the end of August. We are collecting all the materials worth removal, and six or eight weeks will see the conclusion of this unfortunate experiment. July 23.—I regret that no part of the mine presents a single novelty deserving of notice. I fear the trial we have resumed at the Camara Mine is not likely to prove a favourable one. Whilst the stamps are working at Catta Preta, we are making trial of a quartz lode near the house, which we can do with scarcely any additional cost—hitherto, however, it has afforded but little encouragement.—W. J. HENWOOD.

NATIONAL BRAZILIAN MINES.—*Cocue, July 13.*—I informed you, in my last respects, that I did not expect the produce would be as favourable for the first three days of this post as it was during the previous 10 days, as the stamps would be supplied with stone, which was then lying in the stopes, and, from the circumstances which I will endeavour to explain, they have been more or less supplied with the same kind of stone during the whole of the 10 days; and that which has been broken during the before mentioned interval has been allowed to remain in the stopes on the timber, which was put in during the past week, in order that we might tram out the stone above alluded to, which was lying in the stopes for the convenience of putting in the stall. At the time the winze, which was sunk from the Bandeira level to the back of these stopes, was holed, the auriferous line of ground was underlying 44° from the horizon, but at the present time it is underlying 28°; this is a very favourable circumstance, of considerable importance, as, according to my opinion, there can now be no doubt of it being entire to the surface. The greatest delay, which we have at present, is in clearing the stopes from the broken ores lying in them; and although I have kept the wagon constantly tramping from the ores in question, there yet remains a considerable quantity, not less than 200 tons more, lying broken in these stopes, and is of the same quality as that which have been sent to the stamps for the 20 days past; and I have been obliged to leave a good deal of the ore, which has been broken by the night "core" force, and which have been the only hands employed excavating on these stopes during that interval. I hope my statement by this opportunity will be fully intelligible, to point out that nothing better in my power can be done to hasten the completion of our new work which we have in hand, in order to get a speedy and good produce. Our produce for the last 20 days has been rather less than that previous to that interval; but I crave your patience a few days longer, until we have tramped out the mixed ore now lying in the stopes, after which we shall be able to supply our 12 head stamps from the most auriferous ground.—J. HITCHINS.

Cuiaba, July 27.—Since our last, we hand you produce from this mine to this day, which, we are happy to say, is 4 mcs. 3 ozs. 5 oits. 2 grs., with every probability of its increasing, till we reach what may be termed a fair return.

	Gold Returns.	Mcs.	ozs.	oits.	grs.
From Cuiaba—6th July	2	2	3	17
" " 16th ditto	3	0	0	39
" " 27th ditto	4	8	6	2
From Cocue—13th July	9	6	0	58
" " 16th ditto	2	3	6	48
" " 16th ditto	2	4	0	69
Total	14	6	0	21

ST. JOHN DEL REY MINES.—*Morro Velho, July 18.*—Heads working during 18 days, 67-72.—There have been some impediments to the drawing, in consequence of the syphon reservoir and least giving way. The stone pillar in the jamba is completed, and is well done. A shell which has been fixed over the stopes in this mine for the safety of the people has now to be loaded, and then this mine will be safe. The mechanics are getting on with the work for the Lyon's stamps, and the excavation for the new wheel-pit is at length commenced, and the breaking of stone for building its walls.

[FROM CORRESPONDENTS.]

CARADON CONSOLS.—This mine is not advancing as was expected—at the same time, it is to be said, that reports of this, as well as others, are too frequently spread without foundation. The price quoted is certainly below the mark, judging from the business done in the country—although such, it must be admitted, is not of an extensive character.

THE CARADON MINES.—The workings here are steadily progressing, with a healthy appearance—the north lode is now 4 ft. wide, containing some saving work, and may be considered fair tribute ground; the present workings at this point are 35 fms. below surface. The lode south of the shaft is also producing saving work, and is of good promise. The sump is in course of sinking, with favourable ground; and another lode south is expected to be intersected in driving the cross-cut. If appearances do not deceive, there is every reason to believe that the Ticketing Paper will shortly report her returns, which, after all, is far better than the most flattering reports and estimates.

EAST RELISTIAN.—About two months ago, we noticed that this promising adventure had passed into the hands of a party, who were likely to prosecute the undertaking with spirit. We now find, that since this period an engine-house has been erected, and the engine—a machine of the first order—almost got ready for working; besides a new engine-shaft has been sunk, and completed 4 fms. below the adit—20 fms. in depth. In course of a month after the engine goes to work, it is expected the engine-shaft will be sunk to the 10 fm. level, where it will intersect the lode which proved so productive at and above the adit level. Should the result of this intersection be favourable—an event of very probable occurrence, from appearances at the adit—it is almost needless to state that the value of the concern will be unquestionable.

EXMOOR WHEEL ELIZA.—We furnished a report of the meeting last week but did not receive the captains' report of the mine, usually presented on the occasion; and now learn that none was made, which may be accounted for by the agent being superseded—we have since, however, been favoured with numerous particulars collated from the inspection of most efficient agents, from which we select the following, being of the latest date:—"On examining the above mine, I find a very large lode, upon which a shaft has been sunk; 4 fms. from this had been taken large rocks of gossan, containing copper ore—also good stones of copper, which appeared in sinking the shaft. To the north of the present shaft, in making a whim round, another lode has been recently discovered; this is a parallel, and about 5 fms. from the south lode, being about 9 ft. wide, and composed of gossan and copper ore. There is but little doubt that soon after the water-wheel (already purchased, with pumps, &c.) is erected, that a good mine will result. The water-power will allow this to be proved with little expense.—THOMAS DUNN, Mine Inspector: Tavistock, Sept. 23."—"In walking over the ground at Exmoor Eliza, I find the lode laid open in different places, and the lode large, with a very strong gossan, impregnated with good stones of copper ore—such a lode as would be thought very highly

PRICES OF MINING.

LATEST CURRENT PRICES OF METALS.

TO THE INDEPENDENT LIVERY OF LONDON.

BRITISH MINES.			BRITISH MINES—continued.		
Shares.	Company.	Price.	Shares.	Company.	Price.
1024	Alfred Consols	41. 45	256	South Wh. Hope	5. 5
235	Andrew and Nangles	24. 25	1000	South Wh. Maria	2. 2
1000	Barnardston	41. 30	256	South Wh. Rose	11. 1
4000	Bedford	24. 30	10000	Southern & Western, Irish	11. 1
125	Beacons Lead Mine	14. 30	256	St. Austell Consols	7. 20
1000	Birch Tor Tin Mine	10. 30	94	St. Ives Consols	60. 0
8000	Blakenau	50. 40	1000	Stray Park	43. 20
256	Botolph Claydon	3. 30	9600	Tamar Consols	3. 5
100	Botolph Claydon	175. 300	6000	Tinctor	7. 12
120	Brewer	5. 5	256	Ting Tang	89. 17
10000	British Iron, New, Regis.	10. 19	128	Toburn	124. 25
—	— Ditto ditto, New, Regis.	10. 19	256	Trelawney Consols	11. 1
128	Budnick Consols	52. 1	6000	Treleigh Consols	6. 3
100	Bulwer Consols	20. 30	256	Trenow Consols	11. 1
1000	Callington	19. 21	96	Trevelyan	10. 250
256	Caradon Consols	45. 25	120	Trevelyan	5. 35
256	Caradon Copper Mine	91. 1	120	Trevelyan	61. 130
256	Caradon Mines	15. 24	256	Trevelyan	16. 16
256	Caradon United	24. 12	128	Trevelyan	12. 25
256	Caradon Wh. Hooper	12. 7	4000	United Hills	5. 2
1000	Carn Brea	15. 100	100	United Mines	80. 0
114	Charlestown	200. 0	128	Wellington Mines	15. 15
156	Chester	71. 4	128	West Basset	45. 15
1900	Combarnid	24. 3	256	West Caradon	20. 250
1000	Combarnid	24. 3	128	West Caradon	2. 12
128	Comfort	40. 10	512	West Fowey Consols	40. 35
9000	Con. Trelawney Mining Ass.	35. 1	—	— West Kekech Consols	3. 3
128	Condarro	55. 55	256	Wheal Kekech	4. 6
2560	Cook's Kitchen	4. 4	256	Wheal Kekech	10. 10
1000	Copper Bottom	1. 5	200	West Seta	4. 4
1024	Coshaen	41. 30	120	West Trevelyan	3. 35
240	Craddock Moor	14. 25	256	West United Hills	2. 2
128	Craig Brava	180. 200	256	West Wh. Friendship	7. 1
500	Chert Mine	12. 30	3845	West Wh. Jewel	11. 1
7100	Derwent	83. 5	2560	West Wh. Maria	1. 2
1024	Devon & Courtney Con.	4. 5	2560	West Wh. Maria	1. 2
1000	Diurode	2. 5	2560	West Wh. Maria	1. 2
186	Dolcoath	50. 50	256	West Wh. Maria	1. 2
10000	Durham Country Coal	45. 9	256	West Wh. Maria	1. 2
256	East Alverney	3. 16	256	West Wh. Maria	1. 2
128	East Pool	5. 20	240	West Wh. Maria	3. 3
128	East Reliance	10. 10	6000	Wicklow Copper	5. 16
9000	East Tamar Consols	14. 3	256	Wheal Agate	10. 10
—	— East Wh. Albert	300. 0	256	Wheal Agate	10. 10
94	East Wh. Croft	300. 0	128	Wheal Acland	13. 2
256	East Wh. Fortine	14. 25	256	Wheal Allen	4. 4
256	East Wh. Kitty	3. 3	368	Wheal Anderson	104. 11
128	East Wh. Rose	80. 1100	128	Wheal Ann	2. 10
123	East Wh. Seton	24. 12	128	Wheal Arvon	2. 10
512	Fowey Consols	40. 40	256	Wheal Blencowe	15. 15
20000	Galvanised Iron Co.	10. 10	256	Wheal Blencowe	15. 15
10000	Gen. Mining Co. for Ire.	1. 1	256	Wheal Blencowe	15. 15
1000	Godolphin	1. 80	1024	Wheal Clifford	190. 190
256	Gonnamore	23. 200	256	Wheal Confort	41. 8
128	Gover	23. 200	256	Wheal Confort	41. 8
244	Graham & St. Aubyn	21. 21	256	Wheal Frederick	3. 20
100	Great Consols	1000. 400	384	Wheal Franco	22. 21
256	Great Calstock Moors	64. 12	256	Wheal Gill	194. 22
2560	Great Mitchell Consols	3. 3	128	Wheal Harriet	45. 48
256	Great Resunga Moor	14. 8	3048	Wheal Holwell	14. 1
512	Gr. Wh. Rough Tor Con.	1. 1	109	Wheal Hope (Zennor)	23. 25
100	Grogwinion	5. 5	256	Wheal Hope	7. 1
1000	Gunn's Lake	14. 3	256	Wheal Jane	11. 1
1000	Hanson	14. 3	256	Wheal Jane	11. 1
1000	Harrowbarrow Old Mine	44. 3	256	Wheal Jane	11. 1
1000	Harrowbarrow Consols	2. 12	1024	Wheal Maria	1. 500
800	Hawkmoor	3. 2	4000	Wheal Martha Consols	4. 2
6000	Heintons Down Con.	1. 2	256	Wheal Mary Ann	5. 80
256	Herdfoot	14. 10	1024	Wheal Mary (Calstock)	24. 1
10000	Hibernian	124. 1	256	Wheal Mary Consols	25. 22
—	— Hobb's Hill	10. 10	128	Wheal Metha	14. 80
1000	Holmshush	10. 10	256	Wheal Mexico	5. 5
256	Try Tor	14. 2	256	Wheal Mary Llanvethol	6. 40
827	Kirkcubrightshire	24. 4	256	Wheal Mary Pentuan	1. 2
2048	Lamheroo Wh. Maria	8. 5	256	Wheal Morris	9. 3
2048	Lanivet Consols	2. 4	128	Wheal Pollard	124. 12
200	Larkholes	1. 3	128	Wheal Prospect	4. 9
160	Levant	20. 20	128	Wheal Providence	34. 40
1000	Lewis	19. 3	128	Wheal Reeth	1. 60
1280	Llanfyllin	6. 10	256	Wheal Robins	13. 2
128	Ludocott	3. 3	128	Wheal Rose	40. 25
4000	Mirke Valley	10. 3	256	Wheal Salisbury	13. 13
5000	Mendip Hills	14. 14	512	Wheal Sarah	24. 5
9000	Mining Co. of Ireland	7. 12	99	Wheal Seton	150. 635
200	Nanterrow Consols	14. 10	1024	Wheal Sparrow	12. 8
128	New East Crowdale	2. 2	256	Wheal Sisters	25. 20
128	North Fowey Consols	15. 20	128	Wheal St. Cleer	21. 15
100	North Pool	11. 51	260	Wheal Trelawney	72. 110
70	North Roskear	104. 400	256	Wheal Trevenna	24. 1
256	North Treburget	24. 4	256	Wheal Trevenna	24. 1
100	North Wh. Leisare	14. 20	128	Wheal Venland	124. 10
128	North Wh. Providence	24. 10	127	Wheal Victoria	2. 2
256	North Wh. Rose	264. 15	1024	Wheal Walker	4. 4
15000	Northern Coal Co.	23. 2	256	Wheal Williams	2. 20
600	Old Delabole Slate Co.	25. 45	5000	Alten Mining Company	14. 3
128	Par Consols	1. 900	10000	Asturian Mining Co.	6. 3
256	Penhallow Moor	15. 4	10000	Anglo-Mexican Co.	100. 8
6000	Pennant	1. 1	3374	Ditto Subscription	25. 4
100	Penrhyn	30. 65	128	Belanos	150. 42
128	Penrhyn-Cefn Mine	50. 50	12000	Ditto Scrip	24. 5
1280	Perran St. George Un.	13. 20	10000	Brazilian Imperial	20. 4
128	Perran Wh. Virgin	94. 45	12000	Cobre Copper Co.	40. 23
512	Plymouth Wh. Yeolad	14. 3	8500	Colombian Co. Regis.	55. 5
2048	Princes Edward	14. 1	5000	Ditto Scrip	41. 41
10000	Rhymney Iron	50. 25	10000	Copial Mining Co.	14. 3
256	Rose Consols	10. 3	20000	General Mining Ass'n	20. 154
1000	Rosehill Hill	1. 3	5051	Mexican Company	59. 5
2560	Silver Valley	3. 2	12000	Mocantias & Co.	25. 6-7
256	Sourton Consols	3. 3	29320	Ditto unregistered	268. 3
128	South Canford	10. 350	—	— Ditto Debutures	11. 17
2000	South Dolcoath	7. 7	—	— Ditto Black Dito	17. 17
256	St. Friends Wh. Ann	14. 15	—	— Ditto Loan Notes	150. 117
200	South Harvannah	23. 25	7000	Royal Santiago	10. 15
800	South Towan	10. 11	2000	Pachuca Mines	3. 3
128	South Trelawney	124. 7	11000	St. John del Rey	15. 9
128	South Yeolad	16. 20	43174	United Mexican	284. 3
124	South Wh. Francis	67. 130	—	—	—

RAILWAY TRAFFIC RETURNS.

From these returns, it will be seen, that the amount of traffic for the last week, on nearly 1800 miles of railway, was 178,037, thus accounted for—101,997 for the conveyance of passengers only, 39,894 for the carriage of goods, and a remainder of 36,299 for passengers and goods together, not respectively apportioned; being an increase over the corresponding week of last year of 33,158.

Name of Railway.	Length.	Present actual.	Last Div.	Traffic Returns.
Railway.				1845
Arbroath and Forth	15	£142,900	3 p.c.	£ 178
Chester and Birkenhead	15	689,302	2 1/2	£ 696 5 2
Dublin and Drogheda	15	689,248	3 1/2	£ 777
Dublin and Kingstown	6	349,736	9	£ 994 3 10
Dundee and Arbroath	17	153,598	6	£ 316 17 11 1/2
Durham and Sunderland	19	302,118	2	£ 587 3 8
E. Counties & North & East.	1454	4,090,328	5	£ 9544 6 2
Eastern Union	—	—	—	£ 404 12 0
Edinburgh and Glasgow	46	1,686,226	6	£ 4222 8 8
Glasgow, Paisley, and Ayr	51	1,104,773	7	£ 2382 10 0
Glasgow, Paisley, & Greenock	23	806,134	2	£ 1134 2 5
Gravesend and Rochester	7	82,828	—	—
Great Western	2454	8,855,605	8	£ 20012 19 8
Hartlepool	—	—	—	£ 995 14 4
London and North Western	4404	15,047,301	10	£ 43129 10 9
London and Blackwall	4	1,078,761	1 1/2	£ 1122 14 7
London & Brighton & South Coast	113	3,496,265	5	£ 10339 10 6
London and South-Western	100	2,636,583	10 1/2	£ 7143 7 8 1/2
Manchester & Leeds	61	3,372,240	8	£ 7845 12 6 1/2
Manchester, Bolton, & Bury	—	—	—	£ 1237 18 7
Midland Counties	2594	8,851,195	7	£ 2208 15 7
Newcastle and Carlisle	65	1,137,385	5	£ 1621 9 1
Norfolk	59	985,080	5	£ 1914 4 10
North British	584	1,459,957	—	£ 996 16 5
Preston and Wyre	22	482,014	2 1/2	£ 1994 17 11
Sheffield and Manchester	41 1/2	1,533,331	5	£ 1266
South Devon	15	778,976	—	£ 815 10 10
South-Eastern and Dover	137 1/2	4,284,224	3 1/2	£ 1103 14 4
Taff Vale	30	690,225	5	£ 1254 6 3
Ulster	84	356,353	6 1/2	£ 755 14 1
York and North Midland	84	2,334,599	10	£ 8194 6 6
Northern of France	260	—	4	—
Orleans and Bordeaux	72	599,040	4	—
Paris and Orleans	82	2,082,916	9 1/2	£ 6800
Paris and Rouen	85	1,995,306	8	£ 8092 0 0

The first locomotive ever constructed in Hanover has just been handed over to the Hanover line. It was built in the workshop of M. George Eggestorf, at Linden, and has been named *Ernest Augustus*. Its first trial was on the late occasion of the inauguration of the section of the line from Hildesheim to Lehrte, when the engineers present expressed their admiration of its working.

LONDON, OCTOBER 2, 1845.

IRON—Bar & Wales.			COPPER—Ordin. sheets, 26.		
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
15 9 0	15 9 0	15 9 0	0 0 0	0 0 0	0 0 0
15 10 0	15 10 0	15 10 0	0 0 0	0 0 0	0 0 0
15 11 0	15 11 0	15 11 0	0 0 0	0 0 0	0 0 0
15 12 0	15 12 0	15 12 0	0 0 0	0 0 0	0 0 0
15 13 0	15 13 0	15 13 0	0 0 0	0 0 0	0 0 0
15 14 0	15 14 0	15 14 0	0 0 0	0 0 0	0 0 0
15 15 0	15 15 0	15 15 0	0 0 0	0 0 0	0 0 0
15 16 0	15 16 0	15 16 0	0 0 0	0 0 0	0 0 0
15 17 0	15 17 0	15 17 0	0 0 0	0 0 0	0 0 0
15 18 0	15 18 0	15 18 0	0 0 0	0 0 0	0 0 0
15 19 0	15 19 0	15 19 0	0 0 0	0 0 0	0 0 0
15 20 0	15 20 0	15 20 0	0 0 0	0 0 0	0 0 0
15 21 0	15 21 0	15 21 0	0 0 0	0 0 0	0 0 0
15 22 0	15 22 0	15 22 0	0 0 0	0 0 0	0 0 0
15 23 0	15 23 0	15 23 0	0 0 0	0 0 0	0 0 0
15 24 0	15 24 0	15 24 0	0 0 0	0 0 0	0 0 0
15 25 0	15 25 0	15 25 0	0 0 0	0 0 0	0 0 0
15 26 0	15 26 0	15 26 0	0 0 0	0 0 0	0 0 0
15 27 0	15 27 0	15 27 0	0 0 0	0 0 0	0 0 0
15 28 0	15 28 0	15 28 0	0 0 0	0 0 0	0 0 0
15 29 0	15 29 0	15 29 0	0 0 0	0 0 0	0 0 0
15 30 0	15 30 0	15 30 0	0 0 0	0 0 0	0 0 0

MONTHLY REPORT.—IRON.—Welsh and Staffordshire continue in fair demand, and we quote the former at 5s. per ton higher than on 1st ult. A good business was done in Scotch pig during the past month, but the price is a shade lower. Mixed Nos. can be purchased at 72s. 6d.; but for No. 1, according to brands, 75s. to 77s. 6d. is asked; at the present moment the demand is languid.—Swedish iron and steel were in a little better demand last month—several parcels of the former were sold at 112s. to 117s. 10s., and some arrivals of the latter were sold ex-ship at 131s. 5s.—since that time they have been sold at 134s. 10s. from the warehouse, and holders now demand 147.

COPPER.—Since the fall on the 1st ult., several large transactions have taken place, and the demand continues good. In the past month about 300 tons of Chilean, in ingots and slabs, have arrived in this port.

TIN.—English was advanced 3s. per cwt. on 28th ult., and there is a good demand at present rates; but the stock continues very low. Foreign has also advanced 5s. to 6s. per cwt., and there is very little of either Straits or Banca in the market.

TIN-PLATES.—Business continues good, and the stocks of each sort are very low. Coke quality is 2d. to 1s. per box higher than on the 1st ult., and some makers will not sell under 27s. for 1 c.

LEAD.—English remains steady, with a good demand for home use; the last month has brought several parcels of Spanish,

CALEDONIAN EXTENSION RAILWAY.—Notice is hereby given, that, in accordance with a RESOLUTION, passed at a MEETING of the shareholders of this company, held to-day, at Gibb's Royal Hotel, Prince's-street, Edinburgh, the sum of ONE POUND FIFTEEN SHILLINGS per share will be RETURNED to the HOLDERS OF SCRIP, on and after the 18th day of October next; and the holders of scrip are requested to deliver, or transmit, their scrip certificates to the secretary, at 129, Prince's-street, Edinburgh, four days prior to the day of payment—such of such certificates as are indorsed with the names and addresses of the holders of such scrip—Bank cheques will be delivered, or, if requested, transmitted by post, to the holders of the scrip certificates, four days after their receipt.

By order of the board.

JOHN MARIE, Secretary.

129, Prince's-street, Edinburgh, Sept. 23, 1846.

CAMERON'S COALBROOK STEAM COAL & SWANSEA AND LOUGHOR RAILWAY COMPANY.—[REGISTERED.]—Notice is hereby given, that, in pursuance of this company's Railway Act, 1846, the FIRST GENERAL MEETING of shareholders of the company in regard to the railway, will be HELD at their offices, Moorgate-street, London, on Wednesday, the 14th day of October next, at Eleven for Twelve at noon precisely, for the purposes expressed in the several Acts of Parliament incorporating the company. Original holders of certificates of shares already registered do not require to re-register their shares; but parties who hold their certificates of shares by transfer, cannot be admitted to attend and vote at the meeting, unless such transfer shall have been registered previously to the meeting.—Dated this 21st day of September, 1846.

By order of the directors.

A. C. HOWDEN, Secretary.

DUFFRYN LLYNVI AND PORTHCAWL RAILWAY.—We, the undersigned proprietors of the Duffryn Llynvi and Porthcawl Railway Company, being also members of the committee of management, do hereby direct you to call a SPECIAL GENERAL MEETING of the said company, for the purposes of taking into consideration the Acts, Proceedings, and Transactions of the company, since the annual General Meeting in June, 1845; and especially for confirming an agreement made with the Llynvi Valley Railway Company, for an amalgamation of the two companies; and, generally, for transacting any business which could be brought before any annual general meeting held under the powers of the company's Act of Parliament; also, to declare a dividend for the half-year ending the 30th April, 1846.—The said special general meeting to be held at the Wyndham Arms Inn, at Bridgend, on Friday, the 9th day of October next, at One o'clock p.m.

(Signed)

ROBERT PRICE.

W. H. BUCKLAND.

H. J. KNIGHT.

JOHN HALCOMB.

JOSEPH RUSHER.

M. P. SMITH.

To Mr. W. S. Bradley, clerk to the said company.

Pyle Inn, Sept. 18, 1846.

Notice is hereby given, that, agreeably to the foregoing requisition, the said SPECIAL GENERAL MEETING will be held at the Wyndham Arms Inn, Bridgend, on Friday, the 9th day of October next, at One o'clock p.m., for the purposes specified therein.

Porthcawl, Sept. 26, 1846.

W. S. BRADLEY, Clerk.

EDINBURGH & NORTHERN RAILWAY.—TIME FOR TENDERS FOR CHAIRS EXTENDED.—The directors have EXTENDED the TIME FOR RECEIVING TENDERS for about ONE THOUSAND TONS of CAST-IRON RAILWAY CHAIRS, from the 30th current, until Wednesday the 29th day of September, 1846.

By order,

HENRY LEES, Secretary.

15, St. Andrew-square, Edinburgh, Sept. 24, 1846.

ECONOMIC CONVEYANCE COMPANY.—TRANSIT FOR THE MILLION, AT ONE PENNY PER MILE. (REGISTERED PROVISIONALLY.) Capital £250,000, divided into 50,000 shares, of £5 each.—Deposit 6d. per share. (Being the largest amount allowed by Act of Parliament to be taken.)

Call, on complete registration, £1 per share.

The object of this company is to provide the public with omnibus conveyance through all the great thoroughfares of the metropolis, at the rate of 1d. per mile on an average, with increased accommodation for passengers at 2d. per mile. These trifling fares are computed to yield a large profit to the shareholders, besides promoting the public convenience. Prospectuses, with the names of the directors and other particulars, may be had on application to the solicitors, Messrs. Keddell, Baker, and Grant, 34, Lime-street; or of Wm. Heseltine, Esq., Stock Exchange, and 3, Shorter's-court, Throgmorton-street; or at the temporary offices of the company, 22, King-street, Cheapside, London.

OFFICE FOR PATENTS, 7, STAPLE INN, HOLBORN. J. MURDOCH (successor and late assistant to Mr. Hebert) informs INVENTORS and PATENTEES, that, at his OFFICE, they can obtain REFERENCE TO A CLASSIFIED LIST OF PATENTS, (THE ONLY ONE EXISTING), which shows at one view all the Patents ever granted for any particular object, whereby they may save much trouble and expense, and procure information not otherwise obtainable. BRITISH AND FOREIGN PATENTS OBTAINED, AND USEFUL AND ORNAMENTAL DESIGNS REGISTERED. SPECIFICATIONS carefully prepared, and REPORTS of ENROLLED SPECIFICATIONS furnished on moderate terms. FINISHED and WORKING DRAWINGS executed with accuracy and dispatch.

NOTICES TO CORRESPONDENTS.

PRICE OF SHARES.—We have received several communications as regards our quotations in the Share List, more especially as respects Wheel Maria. We can only say, that the task is most difficult to determine the price with the several lists we receive. We are given to understand the last transaction, or transfer of shares, was 12 months since—when 700s. was given. We need hardly observe, that the mine since that time may have improved or retrograded; and thus have had its natural influence as to the price of the shares. We can only say, if parties will kindly furnish us with data on which we may rely, it will then be our fault if correct figures be not given.

"W. S."—The mines situated near Kenmare, originally carried on by proprietors, calling themselves "the Kenmare Mining Company," have been, since purchased three years ago, by the present lessees, worked by "the Ardully and Shanegarry Mining Association." We expect to have full particulars for publication in a week or two.

"J. K." East Vifiter is a tin mine on Dartmoor. Wheel Kekewich is situated near Bodmin, and spoken favourably of, still the present company are talking of suspending operations, in consequence of the calls not being cheerfully responded to. East Wheel Lewis we do not know.

MR. DE LA HAYE'S TUBE.—Mr. Martin is very anxious that Mr. De la Haye, and our readers generally, should acquit him of the least wish of improperly appropriating to himself any share of the credit due for the idea, which, he admits, originated with Mr. De la Haye. We are aware Mr. Martin has been long confined by serious indisposition—and, therefore, at once accept his explanation—that he has been, unfortunately, a too inattentive reader of the Journal, and the letter of Mr. De la Haye had missed his observation; but, otherwise, from a perfect knowledge of his honest and disinterested motives, we should fully free him of the imputations he fears might attach to him from our notice in last week's Journal.

NATIONAL BREWING.—A tract bearing this title has just been published, demonstrating most clearly, that the entire process of brewing may be performed by private individuals without any brewing utensils, by only dissolving the concentrated extract of malt and hops in hot water, fermenting and bottling it, when it will be ready to drink, as fine home-brewed ale, in a week or fortnight. It may, of course, be brewed of any strength—that from 2d. to 6d. per quart being the customary standard. This pamphlet has had an extensive circulation—the issue we have seen being the ninth thousand.

THE MINING JOURNAL

And Atmospheric Railway Gazette.

LONDON, OCTOBER 3, 1846.

The quarter ending Sept. 29 having now terminated, we have, as usual, made a summary of the sales of copper ores during that period, both in Cornwall and at Swansea—from which it appears that the former have amounted to 40,404 tons (21 cwt.), producing 208,518l. 16s., which will be found a slight increase over the previous quarter, ending 24th of June—the ores then sold having been 39,567 tons, and producing 207,537l. 2s. 6d. The average price per ton is, however, in favour of the latter, having been 5l. 4s. 11d.—while the average price for the quarter which has just ended is only 5l. 3s. 2d. This difference, we are sorry to say, arises from a depreciation of the average standard—for, on an average produce of 7½ in both quarters, with a very trifling fraction in favour of the one just ended, we find the average standard from being 101l. 9s., in the quarter ending June 24, is only 100l. 10s. for that ending Sept. 29.

These ores were purchased by the several smelting companies as follows:—

	Tons.	Amount.
Mines Royal	3075	£18,907 2 3
English Copper	5709	29,383 6 8
Vivian and Sons	6088	34,307 4 6
Freeman and Co.	8231	25,779 12 2
Greenfield and Sons	4843	25,677 4 8
Crown Copper Company	77	423 1 0
Sims, Williams, and Co.	3349	26,182 5 6
Williams, Foster, and Co.	9312	47,968 19 3
Total tons	40,404	£208,518 16 0

The total amount of ores sold at Swansea, during the quarter, has been 18,763 tons, producing 208,727l. 4s. 6d.—showing a largely increased amount over the previous quarter. Of this quantity the amount of foreign ores was 10,966 tons, producing 164,269l. 19s. 6d. from the following mines—viz.: Cobre, 3847 tons, 42,204l. 8s. Cuba, 2059 tons, 20,293l. 5s. 6d.; Chili, 1599 tons, 39,445l. 2s. 6d.; Copiapo, 403 tons, 81,441. 12s. 6d.; Santiago, 1668 tons, 30,878l. 10s.; America, 105 tons, 771l. 12s. 6d.; and from Australia, 1285 tons, 22,522l. 8s. 6d.—and which were purchased by the several companies, as follows:—

	Tons.	Amount.
Mines Royal	88	709 10 0
English Copper	2356	29,335 18 0
Vivian and Sons	4524	50,512 8 0
Freeman and Co.	1082	10,523 11 0
Greenfield and Sons	2045	23,282 6 0
Crown Copper	77	287 3 0
Sims, Williams, Nevill, Druce, and Co.	2195	24,107 10 0
Williams, Foster, and Co.	6898	70,168 18 6
Total tons	18,763	£208,727 4 6

We shall continue the quarterly produce from the various mines, both in Cornwall and Ireland, in our next.

In examining into the details of the statistical data of railway progress, there certainly is much to cause wonderment as to the sources from whence are to be derived, not only the iron wherewith to form them, but the needful capital to cover the enormous outlay. It will be seen, in a small paragraph in another part of this day's Journal, that the amount authorised to be raised by capital and loans in England, Ireland, and Scotland, is 120,848,135l., for the construction of 4705 miles of railroad; and the entire amount authorised in the three past sessions is 194,983,767l., for 8364 miles. These are, undoubtedly, startling figures; but we must not suffer the judgment to be taken prisoner, by a too sudden alarm at the largeness of the amounts. We have before endeavoured to show, that, as these sums are not required at once, but spread over an almost indefinite period of time, commercial benefit, rather than injury, will ensue from such enormous circulation. The largest portions of these funds are paid for labour, which thus acts as a fertilising stream through the community. As time progresses, portions of lines are opened, traffic increases, and large returns are made—returning to the original advances, in most cases, a good per centage on the outlay; and as a large portion of this apparently enormous amount will be continually standing in the shape of debentures, loans, &c., it is the yearly interest only which has to be provided for at fixed periods—the principal being paid off as circumstances allow. These remarks will not apply to iron—in that commodity the formation of the authorised lines is a settled and long-continued drag on the market; and though we are not of those who fear the possibility of supplying all the lines for many years after the time allowed for their completion, still we have no doubt there will be delay through a want of supply,—and probably a higher than the present price may be obtained, although the present healthy and steady appearance of the market does not indicate a desire on the part of the manufacturers to create exorbitant rates, which can only be followed by a more than corresponding depression. Numerous furnaces will, doubtless, be erected, and the make of iron very considerably extended during the next few years; and, as for material, Britain may with reason say, "it is inexhaustible."

With respect to railway Parliamentary business for next session—it has every probability of being, if not quite so formidable as last, quite sufficient to keep honourable Members from going to sleep; 65 of the schemes, which were lost last session, are to be renewed in the ensuing one, many of which will be recognised as old friends with new faces; two new lines are projected westerly from London, by Oxford and Cheltenham—one by the broad, and the other by the narrow gauge parties—the contest being, doubtless, for Wales; and we shall, probably, have another battle of the gauges. For branches and extensions, the Eastern Counties have six bills; Great Western, two; London and South Western, six; South Eastern, five; and the Great Northern, five bills.

If our attention has been more frequently won to the circumstances of Cornwall, as to an efficient county railway, than to other counties, it is, in the first place, because that district has, in our opinion, been notoriously slighted, and its interests strangely misunderstood; and secondly, because this Journal, as a MINING JOURNAL, has one of the best and most unexceptionable reasons, for being in earnest on a subject so vitally affecting the well doing and the public convenience of a great mining county. We should, indeed, have no less than slept at our post, if we had not endeavoured to prevent the imposition of the Plymouth as a trunk line for the county; and we shall think ourselves unworthy of a mining patronage, if we do not continue to arm ourselves with every weapon, which may happily yet contribute to the winning of a Central line. The history and the lesson of the South Eastern line should not be misread, nor rejected by any part of the railway public. The original design was to connect by it the metropolis with the continent, through the port of Dover. If this object, simple and unique, had been adhered to, the draft and properties of the line would have been to this day unchallenged; but the Hebrews upon the committee looked wholly to the length of their dividends, and sent their line away right and left, in search of the large towns of the county, wherewith to recruit their traffic returns—that is, they had no confidence in the paying power of a good line, and made it bad, in the hope of insuring its productiveness. An infatuation, of a singularly cognate quality, is settling upon the county of Cornwall. The railway magnates of that district having first devised a line, running through the central and mining area of the county, onward to Exeter and the metropolis, began to fear that so direct, and therefore so useful, a line might, even from the mere integrity of its course, fail of the requisite traffic; and broke away also from the perpendicularity of their true route, in search of a great town or two, and ran down to the waterside at Plymouth, with the entire merchandise and traffic of the county of Cornwall. They are, therefore, now in full rehearsal of the same silly and superficial comedy acted out by the committee of the South Eastern line; and the public will shortly have (unless there be some interposing miracle) a railway in Cornwall, also circuitous and costly, to their heart's content. The gentlemen of the South Eastern were at the time quite cognizant of the marked inferiority and great defectiveness of the line, for which they were seeking the sanction of Parliament: this they are free to own—they are too honourable to deny; and the Parliamentary committee knew also, that they were conceding powers for the construction of a line, in a large and general sense, objectionable—in fact, the promoters were asking for, and the committee giving, a line which both parties knew to be essentially bad—their excuse being, that it was the best attainable. This is just the false plea, and the false argument, used in extenuation of the manifold vices of the Cornwall line. The promoters of that measure never had the assurance to say, that it was the best devisable line for the county—a line that lost, by going to Plymouth, nearly 40 out of 90 miles (the distance between Falmouth and Exeter), and whose trains ran up and down gradients of an elevation of 1 in 60 almost throughout its whole course—must have been known not to have been as good, but more nearly as bad a railway, as could be contrived. Its promoters must have known this, and the Parliamentary committee must have been equally familiar with these damnable facts. Notwithstanding, powers for forming this line were obtained—but by what wiles, by what conjuration—obtained from an open-eyed committee—is as uncertain as what dagger completed the assassination of CESAR; but most certainly, if lines so inexpedient, and so useless, can, under such circumstances, obtain Parliamentary sanction, then any railway folly may calculate upon a legal authorisation. The result and sum of these facts, as regards the county of Cornwall, is this—that a great central traffic route for the merchandise and vast mineral produce of the district, is injuriously deferred—but deferred only,—for it is just possible that it may be brought all the nearer, by the temporary success of the antagonist scheme. A great middle artery is not the less, but the more necessary, when the capillary tubes that should radiate from it are in course of formation. We think, indeed, we read its realisation plainly enough in the book of the proximate future. It is only by such a result that the county can avert such difficulties and discredit as have overtaken the affairs of the South Eastern line, in consequence of the original vice of the project, and of the attempt to recruit its funds up to the point, which the expenditure of the line requires. The odium resting on the company from these causes, is such as no men would endure, except as an inevitable and as a last alternative. After a struggle, the former tariff of tolls will, probably, be re-established, and the income of the company rendered

permanently insufficient, or a line more direct, and, consequently, more economical, may, as a whole, supersede the present expensive and wandering one. But whatever be the fate of the South Eastern line, the county of Cornwall ought never to rest till it has secured for itself a central line to Exeter; and we are persuaded, until that benefit is secured, rest it never will. To despair of, to doubt, the attainability of a line connecting the county centrally with Exeter, is to look with hesitation on what is probable, reasonable, and according to the nature and course of things.

By the last accounts from Australia, we are informed, that gold, though so long given out as discovered, although the locality was never known, has, at length, been found, consisting of grains of pure virgin gold in a beautiful gossan, filling a vein 2 in. in width, in the North Montacute Mine. The announcement had caused the greatest excitement in the colony; speculation was rife as to the future value of shares, but not a share in any of the various mines could be obtained, although, in many cases, extravagant advances were offered. It is even stated, that 8½ ozs. were obtained from 1 cwt. of the gossan; but this is so different a rate of produce to what Nature has ever yielded in the shape of gold dust, that we must remain incredulous until further information. The rich and productive mines of Pern, the Brazils, and Columbia, have always produced a matrix of such a nature, that a few ounces of the precious metals to the ton has been, and still is, considered rich; and a freak of Nature will it be, indeed, if she has in South Australia so poured her riches that a few handfuls of the gossan would be a treasure. Perhaps every mineral district in the primary formations have at times produced gold in greater or less abundance; and were we on the spot, we should caution the owners and others not to be too sanguine, as it may turn out to be only a small oasis in the desert—some of which have at times served to cheer for a moment the heart of the copper and tin miner. Still it is, of course, only proper that every precaution should be taken to secure the mouth of the mine; and we look forward with some anxiety for the next advices. The progress of all the other mines appears highly satisfactory; and, while they are searching for gold, we hope they will not forget the more useful, and highly productive, minerals—copper and lead. The miners are all in a most thriving state; and villages of the most picturesque description are stated to be springing up around all the mines. At the Princess Royal, they were operating on an enormous lode of the richest character; and at the Barra-Burra Mines, some men had taken a tribute to raise ore from a lode 12 fms. deep at 15s. per ton, and were getting very high wages; uninterrupted success appears to attend the colony. With respect to the right of the Crown to claim all "Royal mines," either at home or in the colonies, notwithstanding that no previous reservation of minerals had been made in the land sales, there does not appear to be a doubt; and the question, "What are Royal mines?" we think is clearly set at rest in the following passage from CHITTY'S Blackstone:—

"A twelfth branch of the Royal revenue, the right to mines, has its original from the King's prerogative of coinage, in order to supply him with materials—and, therefore, these mines which are properly Royal, and to which the King is entitled, when found, are only those of silver and gold. By the old common law, if gold or silver be found in mines of base metal, according to the opinion of some, the whole was a Royal mine, and belonged to the King, though others held it only so if the quantity of gold or silver was of greater value than the quantity of base metal. But now, by the Statutes 1 W. and M., sec. 1, c. 30, and 2 W. and M., c. 6, this difference is made immaterial—it being enacted that no mines of copper, tin, iron, or lead, shall be looked on as Royal mines, notwithstanding gold or silver may be extracted from them in any quantities; but that the King, or person claiming Royal mines under his authority, may have the ore (other than tin ore in the counties of Devon and Cornwall), paying for the same a price stated in the Act. This was an extremely reasonable law, for now private owners are not discouraged from working mines, through a fear that they may be claimed as Royal ones. Neither does the King depart from the just rights of his revenue; since he may have all the precious metals contained in the ore, paying no more for it than the value of the base metal which it is supposed to be, to which base metal the landowner is by reason and law entitled."

We apprehend the colonists will not admire this law; but, if their mines turn out as rich in gold as they have in copper, we expect they must help to enrich the State, while they will still make ample fortunes for themselves.

The ironmasters' quarterly meetings will be held at Walsall on the 6th of October, Wolverhampton the 7th, Birmingham the 8th, Stourbridge the 9th, and Dudley the 10th.

ARMAN VALE IRON COMPANY.—We understand that this company, formed for working one of the finest properties in South Wales, has been, from a variety of causes, obliged to wind up its affairs. The whole of the shares could not be allotted, and on a large portion of those which were, the deposits could not be obtained; the result, we believe, is that a neighbouring large capitalist has taken the estate on his own sole account.

TESTIMONIAL TO DR. CLANNY, THE ORIGINATOR OF THE IDEA OF A SAFETY-LAMP FOR COAL MINES.—Much has been written and discussed as to the merits of the safety-lamps for coal mines, which have been introduced within the last 30 years—those of Clanny, Davy, Stephenson, Mueseler, Upton and Roberts, and others; and whichever may have proved the most scientifically constructed, or practically beneficial, the first originator of the idea is certainly entitled to a reward for his discovery. Too often is it the case, that an invention is taken up by individuals of larger means, and greater appliances, for carrying it out, than the inventor, and he reaps the reward the latter ought to obtain; and it would appear, that some such result took place in this case. Sir Humphrey Davy received 2000l. worth of plate, and Mr. George Stephenson a handsome reward in money; while Dr. Clanny, the first who turned a humane mind to the awful explosions which took place in the northern coal mines, about 1812, and the means of averting them, was, from causes which must now, perhaps, not be inquired into, entirely overlooked—excepting that since, for other improvements, he has received from the Society of Arts their gold and silver medals. We are now happy to see that, after upwards of 30 years' neglect, his services will meet with some reward. A committee has been formed in Newcastle, for the purpose of raising a subscription for the object of presenting him with a suitable testimonial, as a reward for his long and more than gratuitous services in the cause of humanity—having gone on devising and carrying out suggestions of improvements for the last 30 years, at great pecuniary cost. The following data will show clearly, that Clanny first started the idea of a safety-lamp for mines. In 1813, on the formation of the "Society for Prevention of Accidents in Coal Mines," Dr. Clanny, who had long been making researches and investigations on the nature of explosive gases, and endeavouring to substitute a safety-lamp for the dangerous and unilluminative "steel mill," exhibited the first safety-lamp, which was without a gauze preventative, but was an insulated light, and fed in a peculiar way by air from without. A paper "On a Steady Light in Coal Mines," by Dr. Clanny, was afterwards read at the Royal Society in London, and published in the *Philosophical Transactions*—and, soon after, the lamp was exhibited at the Literary and Philosophical Society of Newcastle. In the next two or three years, scientific men naturally turned their attention to the subject: it was not till the year 1815, that Sir Humphrey Davy applied his mind to the investigation of this important invention, and commenced his experiments with wire gauze; and, on the 1st of January, 1816, his first lamp was tried at Hebburn Colliery,—and about the same period, Mr. George Stephenson introduced his lamp to public notice. These facts, publicly known and recorded, cannot be denied; and Dr. Clanny was thus unquestionably the first who attempted to construct a lamp capable of giving sufficient light, and still burning with safety in an explosive atmosphere. Great praise is due to the promoters of the testimonial, and those who have since warmly taken up the subject—among whom are the Marquis of Londonderry, and R. S. Pemberton, Esq., high sheriff of Durham; and we have no doubt the amount raised will do ample justice to the cause.

CALEDONIAN RAILWAY.—The directors of this great link in the chain of communication between London and Edinburgh, apprehensive that considerable competition will be maintained between it and the Eastern line, via Newcastle-upon-Tyne, Berwick, &c., to the Scottish metropolis, are engaged in surveying a branch line from the Newcastle and Carlisle, near the Bampton, in Cumberland, to the Caledonian, at or near Gretna Green, a distance of about 15 miles. It appears that no engineering difficulties of importance present themselves. It will embrace the traffic in the great mining district of Alston Moor, the Earl of Carlisle's, and other important coal and lime districts, as well as an extensive range of agricultural country, both in Cumberland and Northumberland.

DRAINAGE OF THE LAKE OF HAARLEM.

GIGANTIC STEAM MACHINERY.—Two more enormous steam-engines are now being manufactured in Cornwall, for the Haarlemmer Commissi- oners, to be employed in draining the lake of Haarlem: they were de- signed by Messrs. Gibbs and Dean, of Westminster, the engineers to the commission, and are being built at the well-known foundries of Messrs. Harvey and Co., of Hayle, and Messrs. Fox and Co., of Perran. The following are some of the leading features of these engines:—Each engine has two steam cylinders—one of 84 in. diameter, placed within another of 144 in. diameter. There are two pistons—the small one plain, and the larger annular (the small cylinder is turned outside, and bored inside.) These pistons are 28 in. deep, cast with compartments, filled with cast-iron plates, to serve as ballast. The pistons are united by five piston-rods to a great cross head, having a circular body 9 ft. 5 in. diameter, and 3 ft. deep, with arms 17 ft. between the extremities. The circular body can be filled with plates of iron, if required. The pistons, piston rods, and great cross head, together represent a dead weight of nearly 90 tons of iron. The engine-house is a circular building, concentric to the cylinders, which are placed on a massive pedestal of masonry. In eight apertures in the wall of the building are placed as many large cast-iron balance-beams, radiating from the centre of the engine, to connect it with eight pumps of 73 inches diameter each, placed outside the building, four on either side, and opposite to each other. The dead weight of 90 tons is suspended from the inner end of the balance-beams by eight straps, connected to the under side of the cross head, which is furnished with a central guide spindle, working through a stuffing box above. The extremities of the arms are also furnished each with two guide rods. By these means the perfect verticality of the dead weight is maintained at all times, and no parallel motions are required for the pump-balances. The length of stroke in cylin- ders and pumps is 10 ft.

The action of the engine is very simple. The steam is first admitted under the small piston, and lifts the dead weight, and inner ends of pump balances, the pump pistons performing their down stroke: the steam in the small cylinder is then reversed by the equilibrium valve, and passes round upon the upper surfaces of the annular and small pistons—putting the latter in equilibrium, and pressing with two-thirds of its entire force upon the annular piston, beneath which a vacuum is always maintained. The dead weight, aided by the pressure on the annular piston, descends freely, elevating the pump pistons, and consequently bringing up the load of water—which, when the engine is working at its full lift, will be 112 tons net, lifted 10 ft. high per stroke. The steam is used expansively in both cylinders: there are two air-pumps of 40 in. diameter, and 5 ft. stroke.

These engines are similar to the Leeghwater engine, with the exception that the latter works 11 pumps of 63 in. diameter, and the others will have only eight, but of 73 in. diameter, also designed by Messrs. Gibbs and Dean, for the Haarlem lake, and manufactured by Messrs. Harvey and Co., and Fox and Co., which has been erected and put to work last year. Its performance has been of a most satisfactory character in all respects.

Hitherto the average consumption of fuel by engines employed in drain- ing land, has been 15 lbs. of coal per net horse-power per hour, and, in many cases, even exceeding 20 to 25 lbs. In the Leeghwater engine the expenditure of fuel is reduced to 2½ lbs. per net horse-power per hour, or from less than one-sixth to 1/10th only of the former amounts. In the economy of draining land by mechanical means, this is as great an improvement on the old system, as is the modern system of railways over the ancient means of locomotion.

The work performed by this engine is unprecedented; it is capable of discharging 1,000,000 tons of water in 25½ hours. When the three engines are established, and at work, they will discharge 2,800,000 tons of water in 24 hours; and as the contents of the lake of Haarlem (which covers a surface of 70 square miles), are estimated at 1,000,000,000 tons of water, the whole, allowing for contingencies, will be pumped out in about 13 months—a feat in hydraulic engineering totally without parallel.

The cost of the engines, buildings, fuel, and workmen, to perform this operation, will be 140,000l.; by the old system of engines, it would have exceeded 240,000l.; and by windmills, 320,000l.—the latter requiring four years to complete the work. Until the Leeghwater was established in Hol- land, the wind was almost the only prime mover employed to drain the land; a general prejudice existed against the use of steam-engines, because the enormous expenditure of fuel (seldom less than 20 lbs. of coals per horse power per hour), rendered them more expensive than windmills of equal power as regards the cost of annual maintenance—indeed, by the old system of engines, the annual cost of keeping dry the bed of the lake of Haarlem, when once pumped out, would be 5000l. greater than by wind- mills—although the certainty of always having a sufficient supply of power at command, when required, would have rendered it preferable in other respects; but, by the new system, it will be about 1000l. less per annum than by windmills. England cannot boast of having made any great ad- vance over the Dutch in the matter of steam land-draining engines; for a commission, sent to England in 1840, found that the steam machinery em- ployed in the fens of Cambridge and Lincolnshire, was not superior to that employed in Holland. With one or two exceptions the land-drainage en- gines, hitherto erected, have seldom exceeded 30-horse power.

It is necessary to bear these facts in mind, to appreciate the vast stride made by the Haarlemmer Mere Commissioners, when they determined to erect the three largest engines in the world, upon a system for which they had no precedent; not only had they to overcome the difficulties pre- sented by Nature, but to resist the numerous and weighty interests connected with the old systems of drainage, whose hostility to any new system was unbounded, as may be easily understood, when it is considered that the windmill system was regarded by 3/4ths of the people as the perfection of mechanical ingenuity; 18,000 of these machines exist in Holland, and repre- sent an average force of 90,000 horses power, of which amount 60,000 are required to keep the country freed from water.

But the commissioners, being fully impressed with the grandeur of the undertaking committed to their care, after a long and laborious investi- gation of the old systems of steam and wind drainage machinery, deter- mined that, as the drainage of so vast a body of water by mechanical means was unprecedented, so should also be the machinery employed, and the brilliant results obtained show the soundness of their judgment.

The prejudices of the Dutch in favour of their windmills is not without a parallel in England, where, it will be remembered, the economy of fuel in the engines used in Cornwall, over the engines employed elsewhere, was demonstrated during 20 years by the daily action of some scores of en- gines; notwithstanding which, 3/4ths of the English engineers persisted in declaring, that the economy was entirely fabulous; and it was only when a Cornish engine was brought from Cornwall to London, about seven years since, and set up at the East London Water-Works, that their prej- udices gave way.

The drainage of the Lake of Haarlem was first proposed in 1621, by a Dutch engineer, of great talent, known by the soubriquet of "Leeghwater" (which, in Dutch, signifies "the drier up of water"), from his great success in draining numerous lakes in North Holland. At that period, the proposi- tion to drain the Lake of Haarlem by mechanical means was one of great boldness and originality. It was proposed to erect a statue to his mem- ory, when the present works commenced, but it was happily suggested, that a more fitting monument in honour of him could not be found, than the gigantic steam-engine about to be erected to consummate the great work originally projected by him more than two centuries before—hence the name "Leeghwater" given to the engine, which also admirably ex- presses its functions. The other engines are called respectively "Cru- quius" and "Van Lynden," after two other worthies, who subsequently proposed plans for the drainage of the lake. It does honour to the generous feelings of the commissioners, that they should thus do homage to the memories of those, who, by their talent and exertions, have been the pioneers of this great and national enterprise.

INCORPORATION OF BOILERS.—Mr. Lamb, superintendent of the Peninsular Steam Navigation Company's steamers at Southampton, at the late meeting of the British Association, gave an account of a mechanical apparatus he has em- ployed for the purpose of preventing incrustation of steam-boilers. It may be defined as a self-acting blow-off apparatus. He has a theory that "blowing off" should take place near the top of a boiler rather than from the bottom. He conceives that the carbonate of lime floats by means of small bubbles of steam adhering to each particle of lime. His contrivance consists of a large copper float closing the orifice of a blow-off pipe in the boiler. When the water has risen above a certain height, the blow-off valve is opened by the float, and so delivers the boiler of its excess of water. This hot water passes through a cylindrical chamber round the feed-water, so as to heat it on entering. The apparatus is simple, and is stated to have worked perfectly well.

EMPLOYMENT OF LABOURERS IN CONSTRUCTING RAILWAYS.—It is computed that there are 200,000 navigators employed on railroads.

PROGRESS OF FRENCH MINING INDUSTRY.

(FROM OUR PARIS CORRESPONDENT.)

In the month of August last, the importations of Coal were 1,496,258 metrical quintals entered at the Custom-house as "arrived," and 1,348,694 metrical quintals entered as "acquitted." In the month of August last year, 1,424,055 metrical quintals arrived, 1,307,361 were acquitted; in the same month of 1844, the quantities were, 633,364 metrical quintals arrived, 631,394 acquitted. It will be observed, that the increase on each month of each year has been very considerable. In the first eight months of the present year, 14,217,721 metrical quintals are entered as arrived, 13,491,206 as acquitted; in the same period of 1845, the returns are 14,603,497 metrical quintals arrived, 13,875,235 acquitted; of 1844, 10,826,484 arrived, 10,735,056 acquitted. The importations are thus a shade lower for this year compared with 1845, but present a large increase over 1844. The stock in bond in the Custom-house depôts at the end of August is not stated, probably there was none. In August, 1846, the returns show that 54,860 metrical quintals of *Raw Cast-iron* arrived, 45,820 were acquitted. In the same month last year, the quantities were 38,500 arrived, 31,752 acquitted; whilst in August, 1844, they were only 21,611 arrived, 29,720 acquitted. The totals of the first eight months of the present year, are 644,041 arrived, 556,349 acquitted; same period 1845, 366,900 arrived, 363,225 acquitted; 1844, 354,339 arrived, 362,757 acquitted. At the end of the last month, there were 104,203 metrical quintals in the depôts; at the same period last year, 42,310; 1844, 81,704. Of *Copper* of the first fusion, the quantities in the month of August last, were 5875 metrical quintals arrived, 5934 acquitted; same period 1845, 8902 arrived, 9045 acquitted; 1844, 2277 arrived, 3233 acquitted. Totals of the first eight months of 1846, 39,235 metrical quintals arrived, 43,061 acquitted; 1845, 66,093 arrived, 67,398 acquitted; 1844, 35,269 arrived, 41,189 acquitted. In the depôts at the end of August last, 671 metrical quintals; 1845, 1453; 1844, 2966. Of *Tin* during the month of August, 1846, there were 2446 metrical quintals entered as arrived, 3159 acquitted; same period, 1845, 3113 arrived, 2751 acquitted; 1844, 53 arrived, 781 acquitted. Totals of the first eight months of 1846, 10,562 metrical quintals arrived, 10,294 acquitted; 1845, 12,826 arrived, 13,725 acquitted; 1844, 10,075 arrived, 11,522 acquitted. In the depôts at the end of August, 678 metrical quintals; same month of 1845, 922; 1844, 1789. *Lead* in August, 1846, 4856 metrical quintals arrived, 34,364 acquitted; same month, 1845, 31,974 arrived, 27,740 acquitted; 1844, 26,660 arrived, 16,157 acquitted. Totals of the first eight months of 1846, 174,868 metrical quintals arrived, 149,403 acquitted; 1845, 140,971 arrived, 109,566 acquitted; 1844, 173,253 arrived, 132,681 acquitted. In the depôts at the end of August, 1846, 45,526 metrical quintals; same period, 1845, 19,092; 1844, 13,859. *Zinc* in the month of August, 1846, 6432 metrical quintals arrived, 7226 acquitted; 1845, 15,345 arrived, 14,788 acquitted; 1844, 6723 arrived, 9731 acquitted. Totals of the first eight months of 1846, 59,525 metrical quintals arrived, 61,151 acquitted; 1845, 91,056 arrived, 92,803 acquitted; 1844, 88,384 arrived, 87,571 acquitted. In the depôts at the end of August, 1846, 968 metrical quintals; 1845, 344; 1844, 1297.

People of foresight are not only alarmed with respect to the fate of the vast extent of railways now in course of formation, as regards the supply of rails, chairs, iron for bridges, &c.; but they are by no means assured that coal will be forthcoming in sufficient quantities to enable all the rail- ways to be worked at a reasonable rate, or even at all. I have now be- fore me a letter on this subject, in which calculations are made that are not without interest. First, says the writer, the coals mines of France yield annually 32,000,000 metrical quintals. [This, by the bye, is rather under the mark, but that makes little difference in the writer's arguments.] Sec- ond, there are actually executed 1289 kilometres of railway; third, the railways in course of execution, and which will be opened for traffic be- tween this and 1848, will make the total 4900 kilometres; fourthly, other railways, are or are about to be, authorised to the extent of 1934 kilome- tres; and fifthly, embranchments and new lines will still have to be ac- corded; so that, in the course of the year 1850, France will possess 8000 kilometres of railway. Now, a locomotive consumes on an average eight kilograms of coke per kilometre, which makes 10,400 kilograms for the 1300 kilometres now opened. With eight journeys each day—four going, four returning—the quantity of coke consumed is 83,200 kilos., or 832 metrical quintals. The single kilogramme of coke being equal to two kilograms of coal, the 832 metrical quintals of coke, consumed by each locomotive, is equal to 1664 metrical quintals of coal, which gives 607,360 metrical quintals of coal for the whole year. This is equal to 1/3rd of the total production of coal in France. When, in 1848, the length of railway opened shall amount to 4900 kilometres, 2,289,280 metrical quintals of coal will be required, which will be equal to 1/4th of the total production. When, in 1850, 8000 kilometres of railways shall be opened, 5,737,600 metrical quintals will be required, which will be one-eighth, or rather 3/8ths, of the total production. This prospect, says the letter writer, is not at all consolatory; but if war should break out, and cut off the supplies from abroad, it becomes of immense importance to the railway companies. Perhaps, it may be objected, that he has not taken into account the prob- ability of the supply of coal increasing; but really it was not worth while to do so—for, however great that increase may be, it will not keep pace with the ever-increasing demand for other purposes. Besides, the aver- age number of journeys per day of each locomotive is understated; and the length of railway to be opened by 1850 will, probably, be greater than calculated. Furthermore, it must be borne in mind, that steam naviga- tion is daily on the increase, with every prospect of the increase contin- uing; and steamers demand vast quantities of fuel. Upon the whole, then, it seems probable, that before long people will ask, "Where is the coal to come from?" with the same anxiety as they now ask, "Where is the iron to come from?" And yet the Government looks on, and does nothing.

Some vessels in copper, of vast dimensions, have been manufactured at Arras, for an immense sugar manufactory at St. Petersburg. I had fancied that our manufactory had a monopoly of the business of that de- scription for foreign countries.

The newspapers notice, that the increase in the manufacture of locomotives in Germany is very remarkable. The locomotives now in use, of native construction, are 621. Mr. Borstig, of Potsdam, near Berlin, has con- structed 100 within the last four years. He has lately entered into a con- tract for the supply of 186 locomotives within three years, and, to effect that, has been obliged to carry his establishment of workmen up to 2000.

St. Dizier letters, of the 24th, notice a further advance in prices; *fers battus à la houille* having gone up to 400 fr. the 100 kilogrammes, deliv- ered at St. Dizier; and the *fers laminés* being also at 400 fr., delivered at St. Dizier for Paris and the provinces.—Paris, Tuesday.

DR. PAYERNE'S PROCESS FOR PURIFYING AIR.—In addition to many previous observations and descriptions of this process, we gave in the *Mining Journal* of May 31, 1845, a more detailed account, both of the chemical manipulation, and the mechanical apparatus, for carrying the principle into effect, illustrated by diagrams. Mr. John Marshall, whom we then stated would remain in London to carry out the valuable measure, has since been on the continent, with the view of testing the efficacy of the arrangement on mines, and has succeeded, even far beyond his most sanguine expectations; we are informed that, having obtained an introduction to the proprietor of a mine in Belgium, notorious for its noxious atmosphere, an arrangement was made for an attempt to purify it. Mr. Marshall prepared his appar- atus, and descended by himself—none present daring to accompany him—he completely succeeded in expelling the noxious gas, and rendered it so thoroughly pure, that the workmen, proprietor, and Government inspector, penetrated to the hitherto dreaded excavation. These parties have signed a document, fully establishing the extraordinary triumph achieved over the miners' most deadly enemies—fire damp and carbonic and sulphurous acid gases. We may, probably, in our next have an opportunity of placing authenticated documents before our readers.

QUICKSILVER.—A vessel, arrived at one of the wharfs near London-bridge from Seville, had an entire cargo, comprising the large quantity of 3000 flasks of quicksilver, consigned to the celebrated firm of Rothschild and Son.

TIN.—The New York packet-ship *Westminster*, Capt. H. R. Hovey, one of the regular liners, left the St. Katherine Docks, on Wednesday, with 30 emi- grants on board (chiefly small farmers from the home counties), and 2000 boxes of manufactured tin.

THE SALT MONOPOLY OF INDIA, AND THE MANCHESTER COMMERCIAL ASSOCIATION.—On Monday the directors of the Commercial Association, together with a few of the members more intimately connected with India, had a lengthened interview with D. C. Aylwin, Esq., of London, on the subject of the salt monopoly of India; the injurious and oppressive nature of which was very ably and fully pointed out by that gentleman.—Mr. Aylwin's statement was discussed in all its bearings by the members of the association present, and the farther consideration of the subject was deferred until the next meeting.

Proceedings of Public Companies.

MEETINGS DURING THE ENSUING WEEK.

TUESDAY.....South Metropolitan Gas Light and Coke Company—London Tavern, One. Warwick and Worcester Railway—Hall of Commerce, at One.
Larne, Belfast, and Ballymena Railway—London Tavern, at Twelve.
WEDNESDAY.....Troleigh Mining Company—office, at Twelve for Gas.
FRIDAY.....Harrowbarrow Consols Mining Company—Plymouth.

[The meetings of Mining Companies are inserted among the Mining Intelligence.]

ARMAGH, COLERAINE, AND PORTLUSH RAILWAY.—A meeting of the share- holders under Lord Dalhousie's Act having been held at the London Tavern, yesterday, and the whole of the circumstances connected with this company not, perhaps, being generally known, we would, as a preliminary, state that this, and the Dublin, Belfast, and Coleraine Company, were originally compet- ing for one and the same line, with the exception of a branch from Portadown to Dungannon—a peculiar feature in the scheme of the latter—it was, therefore, to avoid a ruinously expensive Parliamentary contest, agreed to amalgamate, and Mr. Rastrick was made referee, to select and decide upon the best line, taking any portion of each; he did so—and, in conformity with his report, it was re- solved to proceed with the Dublin, Belfast, and Coleraine Junction, from Armagh to Portrush, with a branch to Randalstown, to join the Belfast and Bal- lymena, omitting the branch from Portadown to Dungannon. The Dublin, Belfast, and Coleraine Company, accordingly went to Parliament; and the bill being, from such arrangement, unopposed, they obtained their Act; and, at a meeting held in August, the amalgamation was confirmed by a majority of 10 to 1. The grand ends for which the company was formed, having been so far obtained, we find the committee opposed by a few of the London holders, who purchased their shares on speculation, and care not what becomes of the railway, the *bona fide* original holders, or the convenience of the public, so as they obtain the few shillings per share due, which would secure them a profit; and we know, that many of these opposition holders have no means of paying calls, should they keep the shares in their possession until one should be made. The supporters of the amalgamated company, and who are anxious to see the vicinity, and in the north of Ireland generally, and who are interested ground broken, are the majority of the landowners and others resident in the welfare of Ireland; and they feel that, at such a moment as this, when her inhabitants are being goaded to madness for want of food, every exertion should be used to promote the progress of these great public works, which—while they will enable a large portion of the starving population to provide for the necessities of life by honest labour, during the present distress—they will hereafter serve as the great arteries of commerce, which will raise Ireland to the place she ought to hold in the scale of nations. The line goes for 20 miles through the estates of the Irish Society, who, impressed with the value of the line, have given the ground gratis; and, as suggested by one of our Irish contemporaries, as it would, doubtless, be difficult to obtain a call just now, if one was made, would not an application to that body, for a loan to enable them to commence the works with spirit, meet with sympathy and success? Get but the works on a few hundred miles of railways in full operation, and how far greater comfort and contentment will be diffused among the peasantry, than by the cold and meagre distribution of Indian corn and barley meal, in the name of charity, with a desperate winter staring them in the face. At the meeting yesterday, nothing of importance occurred, except the result.—W. CURTIS GALT, Esq., took the chair; and, after the appointment of Messrs. Stride, Palmer, and Culverwell, as scrutineers, and the usual preliminaries, Mr. WATT, a gentleman from the north of Ireland, and who represented 6000 shares, said that any one who knew the value of the line from Armagh to Portrush must feel with him, that it would be a piece of the most monstrous folly to attempt to go to Parliament for another Bill, when the Dublin, Belfast, and Coleraine Company, had obtained theirs, and the line would be all that could be required; it was a most excellent line, would, he was sure, be completed, be highly profitable, and of great convenience to the public; he moved that the company be not dissolved.—Mr. SCHULTZ, however, rose to order; under the Act, it was imperative that the resolution should be, "that the company be dis- solved," and Mr. Watt could then put his resolution as an amendment—he should, therefore, move that "the company be dissolved." This resolution was seconded by Mr. CREED; and the scrutineers and secretary immediately pro- ceeded to a scrutiny of the shares, when the result was—For dissolution, 1660; against it, 9665—majority against dissolution, 8305. The CHAIRMAN observed, they felt that as a confirmation of the 28th August.—A vote of thanks was then passed to the chairman, and the meeting separated.

VALE OF NEATH RAILWAY.—The first meeting since the Act for the con- struction of this line received the Royal Assent, was held at the offices, 449, West Strand, on Tuesday last, the 29th instant—the Hon. Viscount VILLIERS, M.P., in the chair—when the SECRETARY (Mr. F. Saunders) having read the advertisement convening the meeting, the CHAIRMAN observed that the com- mittee had taken that early opportunity of calling the shareholders together, to inform them of the exact state of their affairs, and which, he had no doubt, would prove satisfactory. The line, it was known, would proceed from Mer- thyr by Aberdare to Neath,—for which district of country there was, in the last session of Parliament, no less than three competing lines, out of which the Vale of Neath alone remained. This alone would show its value, and how fully it opens out a large tract of mineral land, now shut up for want of facili- ties of conveyance: it would also give the public, as far west as Pembroke, cheap travelling and cheap provisions,—and it might be scarcely credible, but on the opening of the South Wales line to that place, it would lower the price of carriage of provisions from 90s. to 12s. per ton. It might seem like bringing coals to the town of Newcastle, but cheap coals would be brought to Merthyr for smelting purposes, of which they were now much in want; besides the main line, there were two branches to be carried out—one to Regus Colliery, and one from the opening of the tunnel to Aberdare, together about 28 miles. The total expenditure to obtain the bill, &c. &c., to that time would be under 17,000l. The works would commence immediately, and no call would be re- quired before the commencement of the next year, if so soon: 4 per cent. would be allowed on all paid-up calls, until the opening of the line.—In answer to a Proprietor, as to whether parties, paying up all the amount of their shares, or an advanced portion, would be allowed interest?—The CHAIRMAN said, they had such power in the Act; and the directors, after being properly constituted by the meeting, would take it into their immediate consideration.—It was un- derstood there were many shareholders who would immediately pay up in full, if interest were allowed. The Chairman further explained, that there had been 21,110 shares allotted out of 27,000, and that the remaining 5890 shares had been reserved for the Great Eastern and Western shareholders, who, having lost their bill, could not now carry out the intended arrangement,—but he believed those shares would be taken up.—The 12 gentlemen forming the man- aging committee were then elected directors, with 1000l. per annum as remuneration; Starling Benson and Thomas Wayne, Esqs., were elected auditors, with 20l. a year each; Mr. F. Saunders, secretary, with 300l. per annum; and power was given to the directors to go to Parliament for any fresh branches, or extensions, as might hereafter be required.—A special vote of thanks was also passed to the chairman and late managing committee.—This railway will form in itself a most important means of transit for the minerals of the Vale of Neath—a district of 30 miles in length, and great breadth, abounding in iron, coal, fire-stone, lime, &c., in which are situated 12 or 14 of the first iron-works in the principality, consisting of the Aberdare, Pen-y-darren, Cyfarthfa, Dow- lais, &c., besides chemical and other works. This ready means of exporting the mineral products to Swansea Bay, will open out large coal and iron prop- erties, and establish an enormous trade with France, Ireland, the Channel coasts, &c.; and when in connection with the South Wales Railway, which has now commenced, the Vale of Neath will form an artery of communication, for the transit of provisions, of the utmost importance—lowering the price of the necessities of life, and cheapening the means of travelling, to the masses of the people. Another particular feature of benefit is remarkable in the construction of this line—that it is on a descent the greater part of the distance from Mer- thyr to the port: thus the heavy traffic of minerals will descend with the aid of little power, and the lighter provisions upwards will, of course, be easily ac- complished. The line is expected to pay well.

WEST OF ENGLAND AND SOUTH WALES LAND DRAINING COMPANY.—The first annual meeting of proprietors of this company, was held on Thursday, the 10th of September, at the office of the company, Bedford Circus, Exeter.—Sir JOHN KENNAWAY, Bart., in the chair.—The annual statement of accounts was exhibited; and the report of the directors having been read and received, the following resolutions were carried unanimously.—That a dividend of 7 per cent. upon the paid-up capital of the company be declared for the year ending the 31st of August; and that the same, deducting 2 per cent., already divided, be paid on the 10th of October next.—That the proportion of profit remaining, after payment of this dividend, amounting to 8½ per cent., be carried to a guar- antee fund.—That, to provide for the increased orders for draining, surveyed and applied for, it is necessary to erect forthwith three additional tiers, to provide for which a call be now made of 2l. 10s. per share on the original shares, payable at two months from this date.—That the following gentlemen, being the directors who retire according to rotation—viz.: Sir John Kennaway, Bart., Sir Thomas Tancred, Bart., and Mr. William Wippell, be re-elected.—That Samuel Trehawe Kekewich, Esq., be chairman for the ensuing year.—That, in consequence of the advance of 2,000,000l. by Government for draining land, rendering a larger capital than 50,000l. unnecessary, the issue of shares at present be limited to 2000 shares, of 25l. each, and that such shares be issued from this date at 1l. premium.—[Prospectuses for forming this company were issued to the public about two years since—having a direction of several noblemen and gentlemen largely connected with the landed interest of Devon and Corn- wall, whose names were a sufficient guarantee for the legitimacy of the scheme. We then took an opportunity of advocating the views of the company, from the clearness of the system proposed, the efficiency of those who were to carry the same into effect, and the well-known patriotism of the directors. We are now pleased to find that their efforts have proved successful, and that the ac-

cacy of the system adopted has been applauded by all who have availed themselves of the services of the company. The numerous testimonials presented at the meeting, and the continued applications to the company, must prove a source of the greatest satisfaction, and we trust, ultimately a permanent profit to the proprietors.]

RAILWAY ENGINEERS—WORTHY OF IMITATION.—The Austrian Government has just issued a decree by which every engineer who has driven his engine for an entire year without accident shall receive a reward of 100 florins (10*l.*); and that those who have done so for 10 consecutive years shall receive 1000 florins (100*l.*), and a gold medal.

BRISTOL AND POOLE HARBOUR RAILWAY COMPANY.

Capital £1,000,000, in 50,000 shares, of £20 each.—Deposit £2 2*s.* per share. REGISTERED PROVISIONALLY.

PATRONS AND SUPPORTERS.

Sir E. DOUGHTY, Bart., Upton House, Dorset.
JOHN SAMUEL WATLEY SAWBRIDGE EARLE DRAX, Esq., M.P., Chardon House, Dorset.
J. WELD, Esq., Lulworth Castle, Dorset.
Colonel JOHN MICHEL, Dulish House, Dorset.
WILLIAM CARTWRIGHT, Esq., Proprietor of Collieries in Monmouthshire and Glamorganshire.
E. B. ASHFORD, Esq., Babery, Somerset.

ACTING COMMITTEE.

HENRY STRETTON, Esq., Ramsgate, Chairman.
Major J. B. Home, Army and Navy Club.
John Gray Wilson, Esq., Seymour House, Grosvenor Place.
Col. W. Mainwaring, Sloane, Seymour-st.
Sir James Caleb Anderson, Bart.

PROVISIONAL COMMITTEE.

(With power to add to their number.)
Fred. William Hamilton, Esq., 59, Gloucester-place.
Rees Price, Esq., M.D., Tyne Hall, Great Bedford, Essex.
Capt. T. C. Newton, Braton-street, and Lugward, Herefordshire.
Thos. Otter, Esq., M.D., F.S.A., 1, Matthew's-place, Cambridge-heath.
Rev. C. Davies, Sandgate.
Major J. Mill, Guernsey.

COUNCIL BANKERS.

Edward Sankey, Esq., Canterbury.
J. Johnson, Esq., Devises-street, Berkeley-square.
G. Pusey, Esq., The Dells, Stoke Newington.
N. Crouch, Esq., South-place, Easton-square, and 64, Pall-mall.
R. B. Crofts, Esq., Hamilton-square, Bickenhead, Cheshire.
John Britten, Esq., Basinghall-street.

LOCAL BANKERS.

Lieut. Charles T. Hill, R.N., Queen's-square, Bristol.
Henry Lyster, Esq., Spring-terrace, Wandsworth.
Capt. H. Phipps, Somerset-street, Cavendish-street.
Wm. C. O'Connell, Esq., Upper Seymour-street, Fortman-square.

LONDON BANKERS.

London and County Bank; the London Joint-Stock Banking Company.

MESSRS. STUCKEY AND CO., NATIONAL PROVINCIAL BANK OF ENGLAND; MESSRS. LEDGARD AND CO., POOLE; MESSRS. BASTARD AND CO., BLANDFORD.

ENGINEER—George Rennie, Esq.

SECRETARIES (pro tem).—Messrs. Castleman and Kingdon.

SOLICITORS.

Gilbert Stephens, Esq., 13, Northumberland-street, Strand.
Messrs. Castleman and Kingdon, Wimbome.

Since issuing the former prospectus, the committee being determined to proceed on the surest grounds, and anxious for the ultimate success of the undertaking, have made further and more minute inquiries into the remunerative traffic to be expected on this line; and they are now in a position to state, that the results of such inquiries have greatly exceeded the expectations upon which they grounded their former prospectus.

This line of railway, commencing at Bristol, will open a direct communication with Poole, passing through or near the important towns and villages of Whitchurch, Pensford, Clutton, Shepton Mallet, Bruton, Castle Cary, Wincanton, Stalbridge, Sturminster Newton, Shillington, Stourpaine, Blandford, Spittisbury, Sturminster Marshall, Wimbome Minster, to Poole Harbour; and thus, by means of the line of packets intended to be established by this company, from that port to the Channel Islands and Cherbourg, and the railways new in progress from the latter place to the French coast, and from thence to Lyons, will complete the line of communication by the most direct way from Edinburgh to the south of France; thus enabling that country to supply herself with many articles of commerce at little more than half the cost she at present pays, and leaving a good remunerative profit to the company and producer at home.

Among the various sources of traffic to be expected on this line, the following are the most prominent:—The supply of the Government with coal from the Welsh and Somersetshire pits, by means of the proposed line, for its different naval and steam depots throughout the world. The Somerset pits, which are 36 in number, yield at present, about 3000 tons per diem, but are capable of yielding a much larger quantity; and, supposing that 2000 tons were carried by the railway, at 1*d.* per ton a mile, a distance of 40 miles for 300 days in the year, which is even less than the company have every reason to expect, it would yield a net return of £100,000, or 10 per cent. upon the estimated capital; deduct then 40 per cent. for working the line, wear and tear, and there remains the sum of £60,000, or 6 per cent. per annum on the capital. There can be no doubt of the demand of this important article of general consumption, from the great diminution of price to the consumer by the costs of carriage being reduced to 1*d.* per ton per mile from the present cost, which is from 6*d.* to 10*d.* The supply of the Channel Islands (population more than 100,000), and of France, for the production of coal for the production of gas, as well as for the use of their manufactures and for domestic purposes. This article, by means of the various coal-pits situated on the line, will yield to the company a very fine remunerative profit, and be of the greatest benefit to the coal proprietor, as the coal necessary for the purposes of gas can be obtained in very large quantities, and delivered at Cherbourg at one-third less than they are now giving for the same coal, and which cannot, therefore, fail to be of equal benefit to the merchant abroad, the producer at home, and the proposed company. Besides these two great sources of coal traffic, there is the supply of the southern coast, and the different districts on the line, with coal for domestic use, at a saving of from 5*s.* to 7*s.* a ton. This is a circumstance that cannot fail to secure to the company the entire traffic, and be of the greatest benefit to themselves and the public in general. In addition to this, the line will afford to the great manufacturing city of Bristol a more ready market for all those articles of commerce which France and the Channel Islands stand so much in need of, and which are manufactured in great quantities at that city; and as soon as the line is completed, tenders will at once be submitted to Government for the more speedy transmission of the mails to the Channel Islands, by which a saving of more than 12 hours will be effected, and to the north and north-west of Great Britain a saving of 24 hours.

There is also a very considerable traffic to be derived from the various stone quarries, iron mines, and clay pits, on the line (the clay pits yielding alone more than 50,000 tons annually); sand from the Isle of Wight, for the manufacture of glass, of which more than 10,000 tons annually are used in Birmingham alone; the present mercantile traffic which now goes round the Land's-end to the western ports; the great agricultural, manufacturing, and passenger traffic from the rich and populous districts through which the line passes; and the traffic which must be thrown upon the line from the Welsh iron and coal-masters, as being the nearest and most direct outlet to the continent for the produce of that country. Independent of remuneration, this line ought to be looked upon as a great annual revenue from the carriage of northern produce thus landed at Poole, to be again distributed by means of their railway, to the different manufacturing towns throughout this country; and the passenger traffic that would naturally follow a portion of mercantile traffic cannot fail to yield to the company a very handsome return upon their outlay.

The average number of vessels detained in this trade in going round the Land's-end amounts, from the most authentic sources, to about 4000, each vessel averaging a detention of five days. The average tonnage of these vessels amounts to 130 tons, which would give six men to each vessel, working after the rate of 80*g.* per month, which would give, for the number of days detained, £10 to each vessel; this, multiplied by the number of vessels—viz. 4000—would give the sum of £40,000, which will be entirely saved by means of this line. This is independent of the loss of life, destruction of property, expense of insurance, and loss of time, which would all be saved by the projected rail—the statistics of which, did space allow, would make every one look upon the present undertaking, not only as one of great local importance, but one of great national benefit.

The advantages have long been known and appreciated, and the present company have determined to bring them into play in the most full and efficient manner. The expense of storage at Poole, as well as the port dues, are less than at any port in the kingdom; so that the merchant would be enabled to keep his goods there at a less expense than at his own port. He would be enabled to perform five voyages for every three from the northern parts; and, by means of the speedy communication by the electric telegraph, and the rapid travelling of the present day, many advantages and conveniences will be afforded.

A careful preliminary survey having been made by the company's surveyor, the line has been pronounced to present less than the average engineering difficulties, about 30 miles being, through a rich, populous, and level valley. The harbour of Poole has also been surveyed, and the bar at the mouth of the harbour has been pronounced to be capable of removal, and is now actively being moved; thus opening to vessels of the largest tonnage one of the safest and most commodious harbours in the world.

These are a few of the advantages offered to the public by the projected line; and the committee, impressed with the sense of the excellence and legitimacy of the undertaking, and basing their views upon ascertained facts and undoubted evidence, feel themselves warranted in offering to all applicants for shares the following conditions—viz. That no party taking shares in the said company shall be liable (in case of failure of the company) to a larger amount than 5*s.* per share, unless a greater sum shall be sanctioned at a general meeting of the shareholders called for that purpose; so that, in case the company fail at any period of time prior to such meeting being called, the committee pledge themselves to return £1 17*s.* per share instead of £2 2*s.*, and a proportionately larger amount if the accounts of the company, upon inspection, show a less expenditure.

At the first general meeting of the shareholders the committee will produce an account, signed by the bankers, of the several sums received by them on account of the company; thereby warranting to the shareholders, that the amount subscribed is still in the hands of the bankers, minus the 5*s.* per share.

The future plans of the company will be laid before the shareholders at their first general meeting, and everything submitted to their investigation and approval.

To the Provisional Committee of the Bristol and Poole Harbour Railway Company.

I request you will allot me shares of £20 each, in the above undertaking, agreeably to the prospectus; and I agree to accept such shares as may be allotted me on the terms above mentioned, and also to pay the deposit thereon, and to sign the Parliamentary contract and subscribers' agreement, when required.—Dated the day of 1846.

Name.....
Residence.....
Trade or profession.....
Reference.....
Address of referee.....

Applications for shares may be made, in the above form, at the offices of the company, 55, King William-street, City; Gilbert Stephens, Esq., 13, Northumberland-street, Strand; Messrs. Castleman and Kingdon, solicitors, Wimbome; T. Hyatt, Esq., solicitor, Shepton Mallet; S. Smith, Esq., Blandford; and M. K. Welch, Esq., solicitor, Poole.

ROYAL GEOLOGICAL SOCIETY OF CORNWALL.

PENZANCE.—The THIRTY-THIRD ANNUAL MEETING of this society will be held in the Museum, on Friday, the 16th of October next, at noon.—The officers and council will assemble in the same place at eleven o'clock.—It is respectfully requested that communications intended for the meeting may be forwarded to us at the earliest convenience of the authors. By order, SAMUEL PIDWELL, Secretary.

N.B.—The usual ordinary will be held at the Western Hotel, at three o'clock.

EAST OF SCOTLAND MALLEABLE IRON COMPANY.

Capital £100,000, divided into 10,000 shares, of £10 each.

£5 per share to be called up in the first instance, by four instalments, at intervals of at least three months.

Five Shillings per Share to be deposited when the Shares are allocated.

In consequence of the rapidly increasing number of applications for shares in this undertaking, the interim committee deem it proper to intimate, that they intend to proceed with the necessary allocation upon Friday, the 9th day of October next; previously to which day all applications for shares must be in the hands of the interim secretary at Dunfermline.

In the meantime, the prospectus, already published in many of the English and Scotch newspapers, and the report of the eminent engineer therein referred to, may be seen at the secretary's office, Dunfermline; or at the offices of the following brokers—viz.:

Messrs. Robert and Thomas Allen, and Messrs. Dowling and Howden, Edinburgh; Messrs. Buchanan and Aitken, and James Watson, Esq., Glasgow; John Sturrock, Esq., Dundee; J. A. Glog, Esq., Perth; James T. Wingate, Esq., Stirling; John Fowler, Esq., 1, Copthall Chambers, London; Messrs. T. Tinsley and Sons, Water-street, Liverpool; Adam Dinwoodie, Esq., and Robert M'Ewen, Esq., Manchester; and Messrs. Thomas F. Dickinson and Co., Newcastle-upon-Tyne. J. S. RONALDSON, Interim Secretary.

Dunfermline, September 25, 1846.

STEAM FUEL COMPANY—(STIRLING'S ORIGINAL PATENT).—PROVISIONALLY REGISTERED.

Capital £50,000, in 5000 shares, of £10 each.

(With power hereafter to be increased to £100,000.)

Deposit 1*s.* per share, being the sum authorized by the Joint-Stock Registration Act.

The first call of £1 per share to be payable when a certificate of complete registration is obtained.

TRUSTEES—Henry Larchin, Esq., Limehouse; Samuel Rohde, Esq., Crosby-square.

PROVISIONAL COMMITTEE.

William James Barham, Esq., Stratford.
Angus Duncan, Esq., Maidenhead, and 25, Moorgate-street.
George Knox, Esq., Islington.
William Lambie, Esq., 39, Westbourne-grove.
Thomas Patten, Esq., 3, Ingram-court, Fenchurch-street.
James Le Gren, Esq., Moorgate-street.
William Pigott, Esq., Dulwich, and 115, Fore-street.
William Henry Sims, Esq., Clare, Suffolk.
Robert Shirley, Esq., 22, Grove-terrace, St. John's-wood.
Thomas Stirling, Esq., Stratford.

BANKERS—The Commercial Bank of London.

SOLICITORS—Messrs. Goddard and Eyre, 101, Wood-street, Chancery.

SECRETARY—James Inglis, Esq.

Temporary Office, 31, Moorgate-street, London.

This company has been formed for the purchase and working of the patent obtained by Mr. Thomas Stirling, for the manufacture of artificial fuel—an article which is likely to be brought into extensive consumption, from the superior qualities it possesses for steam-boats and other purposes over the common coal, and for its greater economy, both in tonnage and consumption; the one having been fully proved to be a saving of at least 27 per cent., and the other 25 per cent., as compared with the best Newcastle coal.

The provisional committee have had an offer of premises at Llanelli, in South Wales, where the most suitable small coal may be obtained in any quantity; the company are thus enabled, with a very trifling outlay for new machinery, to commence the manufacture of 30,000 tons per annum, the profit on which may be estimated at least at £3000; to realise which the provisional committee do not anticipate the necessity of making more than two calls of £1 each; while the first call will be amply sufficient to ascertain, by practical experiment, the correct result.

Applications for shares may be made to the solicitor; or to the secretary, at the offices of the company, 31, Moorgate-street; where prospectuses, with full particulars, may be obtained.

No further applications for shares can be received after the 12th instant.

BAGMILL TONTINE.—PROSPECTUS of a TONTINE, for the DISPOSAL of a valuable FREEHOLD FARM, in the fertile parish of ST. STEPHENS, by Saltash, CORNWALL, now in the possession of the owner.

Amount to be subscribed, or paid, for the purchase of the farm, and the defrayment of the expenses of the formation of the Tontine, £4000.

In 200 shares, of £20 each.—Deposit £5 per share.

TRUSTEES.

WILLIAM HENRY PRANCE, Esq., of Plymouth.

GEORGE B. MURK, Esq., of Langport.

BANKERS—The Devon and Cornwall Bank, Plymouth, and its several branches.

SOLICITORS.

Mr. H. A. Olney, Saltash; Messrs. Woolcombe, Square, Stephens, and France, Plymouth.

DESCRIPTION OF THE PROPERTY.

The estate, or farm, called Bagmill, comprised in the above Tontine, is situated on the banks of the navigable part of the river Tavy, in the said parish of St. Stephens; distant about one mile from the proposed Cornwall Railway, which is intended to pass the river Tavy, by a bridge at Saltash, already authorised by Act of Parliament. It consists of a dwelling-house, garden, barn, and other suitable farm buildings, and contains about 48 acres of arable, meadow, orchard, and pasture land. It is watered by several never-failing streams, which, by judicious management, and a small outlay, might be so diverted as to irrigate, if required, nearly half the estate, and might be applied, if necessary, to the working of powerful machinery. The estate was recently let on lease, at the annual rent of £100; but is now in the hands of the proprietor.

PLAN OF THE TONTINE.

Each subscriber shall have the option of naming either himself or herself, or any other person whose age next birthday shall not be less than 70 years, but shall not be at liberty to appoint any nominee who has been previously named.

The surplus rents after payment of the current expenses of the management of the Tontine, to be divided annually on the 25th day of March, among those subscribers or proprietors whose nominees were living on the 25th day of December preceding.

Each party, on subscribing for a share or shares, is to pay a deposit of £5 per share to the banking company above named, to the credit of "The Bagmill Tontine," and shall, before the expiration of 30 days after such payment, deliver to the solicitors a written nomination of a life as his or her nominee, in respect of each such share, whose age on the next birthday shall be at least 70 years, accompanied by a certificate of baptism of such nominee, or by such statutory declaration, or other evidence of the age of such nominee, as the solicitors shall reasonably require; and shall pay the residue of his or her subscription on the 25th day of December next.

That, if any of the nominees shall die before the whole of the shares shall have been taken, either by subscribers, or by the owner of the farm, as mentioned below, the party nominating such life may substitute another, whose age on the next birthday shall not be less than 70 years, as aforesaid.

Upon the death of all the nominees, save one, the Tontine shall be determined, and the whole of the said farm shall become the absolute property of the subscriber or proprietor, owing a share or shares, as the case may be, upon the life of the last surviving nominee; unless shall happen, that one person shall at any time be entitled to the whole of the shares, in which case the trustees shall convey the property absolutely to such person; but that it shall be competent for all the proprietors for the time being, to determine the Tontine at any earlier period.

The Tontine is to be completed by the 25th day of December, 1846, or sooner, if filled up, when the property shall, with all convenient speed, be vested in the names of the two trustees. And in case any subscriber shall either neglect to appoint a nominee, or fail to pay the remainder of his or her subscription money, then his or her share or shares, with the deposit paid thereon, shall be absolutely forfeited to the owner of the farm, as if not subscribed for, and in this respect time shall be considered as the essence of the contract. And, thereupon, the whole of the subscribed sum shall be paid over to the owner of the farm, subject to the payment thereout, by him, of all the costs and expenses of, or incident to, the formation of the Tontine, and preparation and execution of the deeds for effecting the same.

The farm is subject to a charge during the life of a person now aged 83, or thereabouts, against which the owner will enter into a covenant of indemnity with the trustees.

The trustees shall be always two in number; and, in case of a vacancy, it shall be filled up on the nomination of the majority of the votes of the proprietors, personally present at a meeting convened for such purpose. Each proprietor to have one vote in respect of every share held by him or her.

If, on the 25th day of December next, any shares shall remain unsold, the same may be taken by the owner of the farm, on his nominating such lives in respect thereof as aforesaid, if he should think proper so to do; but if he shall decline to take the same, then, unless the whole thereof shall be disposed of before the 25th day of March following, he shall return the deposits to the subscribers without any deduction.

A list of the subscribers, containing their names and residence—also the name, age, and residence of the nominees—will be furnished to each subscriber.

The necessary deeds shall be prepared by the solicitors to the Tontine; and the same shall be approved by counsel to be nominated by them.

Applications for shares, prospectuses, and plans, may be made to Mr. H. A. Olney, solicitor, Saltash; Messrs. Fuller and Saltwell, 12, Carlton Chambers, Regent-street, London; Messrs. Woolcombe, Square, Stephens, and France, solicitors, Plymouth; G. B. Marly, Esq., solicitor, Langport, Somerset; and to the Share Brokers of Plymouth.

FORM OF APPLICATION.

TO THE TRUSTEES OF THE BAGMILL TONTINE.

I request you will allot me shares, of £20 each, in the Bagmill Tontine, and I will accept the same, or any less number allotted to me, and sign the Deed of Settlement, and pay the deposit and remainder of the purchase-money thereon, when required.

Name in full.....

Address and profession, or business.....

Date.....

Name and address of referee.....

NO BREWING UTENSILS REQUIRED.

PATENT CONCENTRATED MALT AND HOP EXTRACT

enables PRIVATE INDIVIDUALS TO MAKE

PINE HOME-BREWED ALE.

WITHOUT EMPLOYING ANY BREWING UTENSILS.—It has only to be dissolved in hot-water and bottled.—Sold, in jars, for medicinal and other purposes, at 1*s.* and 1*s.* 6*d.*; and in bottles for brewing 9 to 18 gallons and upwards of ale, at 6*s.* 6*d.* and 12*s.* 6*d.* each, by the

BRITISH NATIONAL MALT EXTRACT COMPANY,

7, NICHOLAS-LANE, LOMBARD-STREET; Petty, Wood, and Co., 53, Threadneedle-street; Wix and Sons, 22, Leadenhall-street; Batty and Co., 15, Finsbury-pavement; De Castro and Peach, 65, Ficedilly; Hockin and Co., 28, Duke-street, Manchester-square; and oilmen and grocers generally.

Also, just published, and may be had gratis,

NATIONAL BREWING: A GUIDE TO THE USE OF CONCENTRATED MALT AND HOP EXTRACT, FOR BREWING AND WINE MAKING

which is added, MEDICAL OPINIONS relative to the virtues of malt and hops.

NISTER DALE IRON COMPANY.—TENDERS FOR

LOANS.—The WORKS of this company are now in full operation at NISTER DALE, near Hachenburg, in GERMANY, and at SWINTON, near Rotherham, in YORKSHIRE; and the directors, being empowered by the Deed of Settlement to raise additional capital for extension of the works, give Notice, that they are prepared to RECEIVE TENDERS for LOANS, on DEBENTURES, at 25 per cent. interest.—The holders of the debentures will have the option of converting the same into shares, at any time within three years, and the interest will be paid half-yearly, at the company's offices.

For further particulars, apply at the offices of the company, No. 10, Old Jewry Chambers, London; or to the company's solicitor, Mr. George Hume, No. 10, Great James-street, Bedford-row, London.

By order of the board, HENRY SCALE, Managing Director.

Sep. 23, 1846. F. W. EMERSON, Clerk.

PATENT KAMPTULICON COMPANY.—Offices, No. 18, CORNHILL.

An EXTRAORDINARY GENERAL MEETING of the proprietors of this company will be HELD at the above offices, on Monday, 26th of October first, for the purpose of altering the existing rules, and sanctioning an application to Parliament for an Act of Incorporation.

P. GHOSVENOR GREVILLE, Secretary.

IMPORTANT TO RAILWAY COMPANIES.

PATENT KAMPTULICON COMPANY, 18, CORNHILL.

This company having completed their new factory, are prepared to supply railway managers and contractors with an elastic material (perfectly non-absorbent) to place between the rails and sleepers, and between the frames and bodies of carriages, to prevent jarring, and, consequently, wear and tear. The elastic planking is strongly recommended to be used for the backs and sides of carriages, to prevent splinters when accidents occur.

By order of the board, P. G. GREVILLE, Secretary.

VALENCIA SLATE COMPANY.

Capital £100,000, in shares of £10 each.

The VALENCIA SLATE QUARRIES, situate in the Island of Valencia, on the south-west coast of Ireland, have been worked on a limited scale for some years, and the superior quality of the slate, and its peculiar adaptation for sawing into slabs, have been fully established.

The demand for Valencia slabs has become very extensive. Having great strength, perfectly true surfaces, and not being affected by acids or grease, nor absorbing moisture, they have been found peculiarly adapted for factory floors, and for warehouses, granaries, mailings, and stores; also for prisons, hospitals, and railway stations, and for the floors, mailings, and roofs of public buildings. The station at Birmingham is laid with Valencia slabs, and a considerable quantity is used at the Model Prison at Pentonville, and at the new Houses of Parliament.

There is also a large and increasing demand for these slabs in the colonies, for coffee-drying floors, and for sugar-houses.

To attain the enlarged scale of production required to meet the great demand, it is proposed to increase the capital embarked in the undertaking by the admission of new partners; and to carry it on under the powers, and with the advantages, of the Act for the Registration of Joint-Stock Companies.

For prospectuses and detailed statements, showing the immediate and large returns to be secured, apply to Messrs. Palmer and Nettleship, solicitors, 4, Trafalgar-square, London.

WHEEL CURTIS COPPER MINING COMPANY, in the PARISH OF CROWAN, NEAR CAMBORNE, CORNWALL.

In 6000 shares, of £4 each.—Deposit £1 10*s.* per share.

PROVISIONAL DIRECTORS.

GEORGE PILKINGTON, Esq., C.E., late Captain Royal Engineers.

GEORGE EVANS, Esq., C.E.

(Other shareholders will be shortly published.)

BANKERS—Messrs. Cunliffe, Brooks, Cunliffe, and Co.

SOLICITORS—Henry Bull, Esq.

SECRETARY—E. Mills, Esq.

This mine is in its infancy—the shaft being now only at the depth of 47 fathoms below the adit; nevertheless, it has already produced upwards of £10,000 by its copper ore—one-half of which sum the late Mr. Thomas Teague, of Redruth, the celebrated mining captain, who worked this mine at his own individual cost, appears to have expended in carrying on the works; so that, by reason of his decease, he left the mine at the very point to which his hopes of wealth had been directed, and at a time when she was very productive, according to Messrs. Vivian's report, as in prospectus.

It having become necessary to fork the mine, and to sink a new shaft to the westward of the present one, directly over a rich bed of ore, mentioned in the report of Capt. Richard Rowe and Mr. Henry Thomas, F.G.S., and to open new and deeper levels, as well as to work effectively those already made, which Capt. Teague's decease prevented him accomplishing, and to carry on which works a powerful 70-inch engine has been required; therefore, it is proposed to form a company to carry out these objects, for which purpose it has been determined to distribute the interest of this mine into 6000 shares, of £4 each, of which 3000 are to be appropriated for advances already made in putting it in its present state of forwardness, and the remaining 3000 are to be sold and appropriated for the above purposes, upon the delivery of which a deposit of £1 10*s.* per share will be required.

It is anticipated that the deposit on the 3000 shares will be adequate to the success of the undertaking, but should any further call be required, a general meeting of the shareholders will be summoned, when a statement of the affairs of the company will be submitted, and the holders of the 6000 shares will be required to answer any call that may be made at such meeting, or forfeit their shares.

No call to be made before the end of three months, and such call not